MICROFILM

START OF ROLL

ROLL NO.

101

Construction Contracts

Begins with
#5769, folder #2

#5769 folder #2 continued
from reel # 100

I-80N-7 Pleasant Valley-Hill Cr. Sec., 1962
(8)316 Old Oregon Trail Hwy., (Grad.,
#5769 Paving) Folder # 2

RECEIVED
MAR 5 1962
FOR FILING

I-80N-7(8)316

5769

March 2, 1962

American Insurance Company
McLaughlin Building
1220 S. W. Columbia
Portland 1, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $1,194.62 which has been filed with the Secretary of State by George M. Philpott Co. Oregon, Ltd., for rental of equipment and furnishing of parts and materials to Keystone Construction Company, Inc.

This appears to be in reference to the following Keystone Construction Company contracts:

Contract No. 5604. Grading, Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County.

Contract No. 5769. Grading and paving, Pleasant Valley-Hill Creek Section of the Old Oregon Trail in Baker County.

We provide this information as your company appears as surety on the performance bonds furnished with these contracts.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

cc: Cole, Clark & Cunningham, Inc.
222 S. W. Fourth Avenue
Portland 4, Oregon

Keystone Construction Co., Inc.
P. O. Box 55
Prineville, Oregon

M. K. McIver
Glenn L. Jackson
Forrest Cooper

NOTED ON CARD
dc

NOTICE OF CLAIM

TO: STATE OF OREGON, by and through
the STATE HIGHWAY DEPARTMENT

Notice is hereby given that the undersigned GEORGE M. PHILPOTT CO. OREG., LTD., has a claim for the rental of equipment and furnishing of parts and materials from approximately April 1, 1960, to December 31, 1961, in the sum of $1,194.62 against the bonds taken from KEYSTONE CONSTRUCTION CO., as principal, and AMERICAN INSURANCE COMPANY, as surety, for the work relating to the Baker-Pleasant Valley Section of Old Oregon Trail Highway being performed under Oregon State Highway Department Contract No. 5604, and relating to the Pleasant Valley - Hill Creek Section of Old Oregon Trail Highway being performed under Oregon State Highway Department Contract No. 5769.

This notice is given pursuant to ORS, Chapter 279.

DATED this 16 day of February, 1962.

GEORGE M. PHIL~~POTT CO~~. OREG., LTD.

By

File # 3916

FILED
FEB 19 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB 19 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

1859

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

February 19, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Paul R. Meyer, c/o Kobin & Meyer Attorneysat Law, 314 Oregon Bank Building, Portland 4, Oregon and filed as of this date, three notices of claim by George M. Philpott Co. Oregon., Ltd., against Keystone Construction Co., principal, and American Insurance Company, surety in the sum of $1,194.62 each for work relating to Baker--Pleasant Valley Section of Old Oregon Trail Highway being performed under Oregon State Highway Department Contract No. 5604 and relating to the Pleasant Valley-Hill Creek Section of Old Oregon Trail Highway being performed under Oregon State Highway Department Contract No. 5769.

We are enclosing three copies of each of the claims for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Returned
G.H.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

Geo O Stephens

By
Public Records Section

GS:FK
Enc.

RECEIVED
MAR 1 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
FEB 26 1962
FOR FILING

I 80N-2(8) 316

5769

February 23, 1962

Mr. Clarence D. Porter
Claims Adjuster
1221 Failing Bldg.
Portland 4, Oregon

Dear Mr. Porter:

Herewith is the copy of the payment voucher for Estimate No. 17, Contract No. 5769 with Keystone Construction Co., Pleasant Valley-Hill Creek Section in Baker County.

No payment is being made this month on Contract No. 5604, Baker-Pleasant Valley Section, less than $500 worth of work having been done.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

for L. H. Young
Office Engineer

DBP:jb

RECEIVED
FEB 16 1962

FOR FILING

Iron 7(1)316

5769

February 14, 1962

American Insurance Company
McLaughlin Building
1220 S. W. Columbia
Portland 1, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $735.09 which has been filed with the Secretary of State by Portland Wire & Iron Works for miscellaneous iron items furnished to Keystone Construction Co., Inc.

This appears to be in connection with State Highway Contract No. 5769 with Keystone Construction Co., Inc., for grading and paving the Pleasant Valley-Hill Creek Section of the Old Oregon Trail Highway in Baker County.

The claim of the Portland Wire & Iron Works shows this as Contract No. 5679, which appears to be a transposition of numbers.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Cole, Clark & Cunningham, Inc.
222 S. W. 4th Ave.
Portland 4, Oregon

NOTED ON CARD

Keystone Construction Co., Inc.
P. O. Box 55
Prineville, Oregon

Commissioners
Mr. Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

HOWELL APPLING, JR.
Secretary of State

February 5, 1962

#5769

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received from C. A. Lomax, Secretary-Treasurer, Portland Wire & Iron Works, 4644 S. E. 17th Avenue, Portland 2, Oregon and filed as of this date, a notice of claim by Portland Wire & Iron Works for miscellaneous iron items in the sum of $735.09 against the bond taken from American Insurance Company, 1220 S. W. Columbia, Portland, Oregon, for the construction of Oregon State Highway Job No. 5679 by Keystone Construction Company, Prineville, Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo Stephens
Public Records Section

GS:FK

Cec, please handle
76

RECEIVED
FEB 8 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

FABRICATION AND ERECTION OF STEEL AND WIRE • TWX PD 440 • BELMONT 4-9731

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND 2, OREGON

ESTABLISHED 1892

1 February 1962

To: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Portland Wire & Iron Works, has a claim for miscellaneous iron items, in the sum of $735.09 against the bond taken from American Insurance Company, 1220 S. W. Columbia, Portland, Oregon, for the construction of Oregon State Highway Job 5679 by Keystone Construction Company, Prineville, Oregon.

SIGNED: PORTLAND WIRE & IRON WORKS

BY: C. A. Lomax
C. A. Lomax, Secretary-Treasurer

File #3912

FILED
FEB 5 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB 5 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB 15 1962
FOR FILING

I-80N-7(8)316

5769

February 14, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering the replacement of a farm road on the Pleasant Valley-Hill Creek Section of the Old Oregon Trail Highway in Baker County, Contract No. 5769, in connection with Federal Aid Project No. I-80N-7(8)316.

It has been necessary to acquire additional right of way from Norman Jensen, file 32741, for construction. This acquisition has cut off a farm road, which is our obligation to replace. No additional or special benefit will accrue to the property owner because of this order.

This work has been verbally recommended for approval by the BPR Highway Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
DBP:mmb

FEB 16 1962

FOR FILING

5769

February 14, 1962

Portland Wire & Iron Works
4644 S. E. 17th Avenue
Portland 2, Oregon

Attention: Mr. C. A. Lomax
Secretary-Treasurer

Gentlemen:

This is to acknowledge receipt of your letter of Feb. 1 stating that Keystone Construction Co., Inc., owes you for miscellaneous iron items in the amount of $735.09.

You state that this is in connection with the Keystone Construction Co., Inc., Pleasant Valley Junction project #5679. Our records show this to be Contract #5769. You have apparently transposed the numbers.

We have received notification from the Secretary of State that your claim was filed in his office on February 5 and was assigned his File No. 3912.

We are notifying the Secretary of State to change the contract number of this claim from 5679 to 5769.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon
Attn: Mr. Geo. C. Stephens

CWH:fp

NOTED ON CARD
RC

FABRICATION AND ERECTION OF STEEL AND WIRE • TWX 440 • BELMONT 4-9791

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND 2, OREGON

ESTABLISHED 1892

1 February 1962

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are enclosing herewith for your inspection, the following documents that have been sent from this office notifying the proper people that we have not been paid for material furnished to Keystone Construction Company, Prineville, Oregon, for their use on the Project Number 5679 - Oregon State Highway Commission-Pleasant Valley Junction:

1) Carbon copy of a letter notifying the Secretary of State, State of Oregon, so that it may become a public record.

2) Photostatic copies of purchase orders issued to us by Keystone Construction for the purchase of materials.

3) Carbon copy of a letter notifying Keystone Construction Company of our procedure.

4) Carbon copy of a letter notifying the Bonding Company - American Insurance Company, Portland, Oregon, that we have not been paid the money due us - total amount: $735.09.

5) Copies of our invoices to Keystone Construction Company.

Very truly yours,

PORTLAND WIRE & IRON WORKS

C. A. Lomax

C. A. Lomax
Secretary-Treasurer

Cc,
please handle
3.0

CAL:o
encls.

RECEIVED
FEB 5 1962
OREGON
STATE HIGHWAY COMMISSION

FABRICATION AND ERECTION OF STEEL AND WIRE • TWX [illegible] D 440 • BELMONT 4-9791

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND 2, OREGON

ESTABLISHED 189

1 February 1962

COPY

Secretary of State
State of Oregon
Salem, Oregon

Subject: Oregon State Highway Job #5679
Keystone Construction Co.-General Contractor
Our G-8232; G-7708; G-6866

Gentlemen:

We are enclosing herewith, a signed statement that our firm has not been paid in full for miscellaneous iron items, namely, Type "D" Grates and Frames, and Type "D" Roadway Drains, furnished to Keystone Construction Company, General Contractor, for use on Oregon State Highway Job Number 5679.

We are serving this notice in accordance with Chapter 44 entitled, "Public Contracts and Employment Thereunder, Article 1, Contracts Bonds: Bids and Bidding".

Very truly yours,

PORTLAND WIRE & IRON WORKS

C. A. Lomax
Secretary-Treasurer

CAL:c

FABRICATION AND ERECTION OF STEEL AND WIRE • TWX [illegible] D 440 • BELMONT 4-9731

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND 2, OREGON

ESTABLISHED 188[illegible]

1 February 1962

COPY

To: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Portland Wire & Iron Works, has a claim for miscellaneous iron items, in the sum of $735.09 against the bond taken from American Insurance Company, 1220 S. W. Columbia, Portland, Oregon, for the construction of Oregon State Highway Job 5679 by Keystone Construction Company, Prineville, Oregon.

SIGNED: PORTLAND WIRE & IRON WORKS

BY: ______________________
C. A. Lomax, Secretary-Treasurer

COPY

FABRICATION AND ERECTION OF STEEL AND WIRE • TWX [illegible] D 440 • BELMONT 4-2731

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND 2, OREGON

ESTABLISHED '89

1 February 1962

American Insurance Company
1220 S. W. Columbia
Portland, Oregon

Attention: Mr. Ed Curtin

Subject: Oregon State Highway Job #5679
Keystone Construction Co.-General Contractor
Our G-8232; G-7708; G-6866

Gentlemen:

We are hereby serving notice to you that we have not been paid for material furnished to Keystone Construction Company for use on the above referenced Oregon State Highway Project.

For your records, we are enclosing the following documents:

1) Copy of a letter to the Secretary of State, State of Oregon, notifying him that we have not been paid and to make this a public record.

2) Copy of a letter to Keystone Construction Company notifying them of our procedure in bringing this matter to a conclusion.

3) Copies of our invoices to Keystone, and photostatic copies of their purchase orders to us covering materials furnished.

4) Copy of our letter to the Oregon State Highway Commission notifying them that we have not been paid.

As we are a relatively small organization, we cannot afford to carry our Accounts Receivable for a long period of time. We will appreciate any effort on your part to bring about an early settlement of this obligation.

Very truly yours,
PORTLAND WIRE & IRON WORKS

C. A. Lomax
Secretary-Treasurer

CAL:c

P.S. Will you please acknowledge receipt of all documents forwarded to you?

FABRICATION AND ERECTION OF STEEL AND WIRE • TWX D 440 • BELMONT 4-9731

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND 2, OREGON

COPY

1 February 1962

Keystone Construction Co.
P.O. Box 55
Prineville, Oregon

Gentlemen:

We are enclosing herewith, copies of the following documents that have been sent from this office to serve as official notice that we have not been paid by you for material furnished for your use on Oregon State Highway Commission Project Number 5679:

1) A letter to the Secretary of State, State of Oregon, so it may become a public record.

2) A letter to the Oregon State Highway Commission notifying them we have not received the money due us.

3) A letter to the Bonding Company officially notifying them that we have not received the money due us.

4) Copies of our invoices to you, totaling $ 735.09.

5) Copies of your purchase orders to us.

Inasmuch as we are a relatively small organization and have to depend upon a fairly quick return on our Accounts Receivable, we cannot carry outstanding accounts for a long period of time. We would therefore, appreciate your acknowledging receipt of this letter to the Bonding Company, verifying the amounts as shown on our invoices, so only a minimum of time will be lost in our receiving our money.

Very truly yours,

PORTLAND WIRE & IRON WORKS

C. A. Lomax
Secretary-Treasurer

CAL:c
encls.

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

FABRICATORS OF STEEL AND WIRE WORK

BELMONT 4-9731
4644 S. E. 17TH AVENUE
PORTLAND 2, OREGON

C O P Y

DATE 16 December 1961

OUR JOB NO. G-8232

YOUR P. O. NO.

SOLD TO Keystone Construction Co.
P.O. Box 55
Prineville, Oregon

YOUR JOB REF.
Same
Baker, Oregon
Oregon State Highway Job #5679

TERMS: Net 10TH OF FOLLOWING MONTH

Fabricate and deliver:

Two Type "D" Grates and Frames $77.00

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

FABRICATORS OF STEEL AND WIRE WORK

BELMONT 4-9731
4644 S. E. 17TH AVENUE
PORTLAND 2, OREGON

COPY

DATE 29 August 1961

OUR JOB NO. G-7708

YOUR P. O. NO. 8937

SOLD TO Keystone Construction Co.
P.O. Box 55
Prineville, Oregon

YOUR JOB REF.
Keystone Construction
Baker, Oregon

TERMS: Net 10TH OF FOLLOWING MONTH

5	Type "D" Roadway Drains	@ 35.00 each	$ 175.00
		Plus Prepaid Freight:	18.69
		Total Billing:	$ 193.69

No 8937 Date 8/10 19 61

Portland Wire & Iron Works

4644 SE 17th

5 Grates

5 Angle supports

Order No

KEEP THIS SLIP FOR REFERENCE

Received

SH 53

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

FABRICATORS OF STEEL AND WIRE WORK

BELMONT 4-9731
4644 S.E. 17TH AVENUE
PORTLAND 2, OREGON

COPY

DATE 17 March 1961

OUR JOB NO. G-6866

YOUR P. O. NO. 0857

SOLD TO Keystone Construction
P.O. Box 55
Prineville, Oregon

YOUR JOB REF. Oregon Tr.-Pleasant Valley Junction

TERMS: Net 10TH OF FOLLOWING MONTH

12	Type "D" Roadway Drains	@ 35.00 each	$ 420.00
		Prepaid Freight	+ 44.40
		Total Billing:	$ 464.40

G6866

No. 0857 Dept. Date 21 Feb 61

Name Portland Wire & Iron Works

Address Portland, Ore.

SOLD BY [illegible] PAID OUT

QUAN.	DESCRIPTION	PRICE	AMOUNT
12	complete grates & frames for Type "D" concrete Inlets State of Oregon specifications.		

KEEP THIS SLIP FOR REFERENCE

Rediform

5N 23

RECEIVED
EB 2 1962

FOR FILING

5769

February 2, 1962

American Insurance Company
McLaughlin Building
1220 S. W. Columbia
Portland 1, Oregon

Attention: E. Curtin

Gentlemen:

The Accounting Division has advised us that payment on Estimate No. 16 on Contract 5769 in the amount of $5,615.65 is being placed in the mail today addressed to the contractor, Keystone Construction Company, Inc., Prineville.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:hl

cc: C. H. Maison

Attention: John Herr

RECEIVED
B 7 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

[illegible]

5769

February 2, 1962

American Insurance Company
Mc Laughlin Building
1220 S. W. Columbia
Portland 1, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $15,247.84 which has been filed with the Secretary of State by Beall Pipe and Tank Corporation for culvert furnished to Keystone Construction Company.

This appears to be in connection with the following Keystone Construction Company contracts:

5604, grading on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County.

5769, grading and paving on the Pleasant Valley-Mill Creek Section of the Old Oregon Trail Highway in Baker County.

We provide this information as your company appears as surety on the performance bonds furnished on each of these contracts.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Cole, Clark & Cunningham, Inc.
222 S. W. Fourth Avenue
Portland 4, Oregon

Keystone Construction Co.
635 N. Main Street
P. O. Box 55
Prineville, Oregon

M. K. McIver
G. L. Jackson
Forrest Cooper

RECEIVED
FEB [illegible]
OFFICE OF
STATE HIGHWAY [illegible]

NOTED
FORREST COOPER

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

HOWELL APPLING, JR.
Secretary of State

January 25, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from L. F. Birkel, Controller, c/o Beall Pipe and Tank Corporation, 12005 N. Burgard Street, Portland 3, Oregon, and filed as of this date, a notice of claim by same for culvert in the sum of $15,247.84 against the bond taken from Keystone Construction Company, principal, and the American Insurance Company, surety for the work of grading at the job location, Old Oregon Trail Highway at Baker, Oregon. Oregon State Highway Contracts No. 5604 and 5769.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copies.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo C Stephens
Public Records Section

GS:FK
Enc.

Cc, please handle
FQ

NOTED
FLOYD QUERY

RECEIVED
FEB 2 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

BEALL PIPE & TANK CORP. OF COLO.
3701 COLORADO BLVD.
DENVER, COLORADO

BEALL, INC.
318 N. 16TH ST.
BILLINGS, MONTANA

BEALL PIPE & TANK CORP.
225 BROADWAY
BOISE, IDAHO

TRADE BEALL MARK

BEALL PIPE AND TANK CORPORATION

12005 N. BURGARD STREET
PORTLAND 3, OREGON

January 24, 1962

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned has a claim for culvert in the sum of $15,247.84 on Oregon State Highway Jobs #5604 and 5769.

This will be against the bond taken from Keystone Construction Company, principal, and the American Insurance Company, Surety, for the work of grading at the job location, Old Oregon Trail Highway at Baker, Oregon.

Should you need copies of these invoices, we would be glad to forward them upon your advice.

Very truly yours,

BEALL PIPE AND TANK CORPORATION

L F Birkel

L. F. Birkel
Controller

FILED
JAN 25 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

LFB:mll
cc: Secretary of the State of Oregon Highway Commission
American Insurance Co., 1220 S. W. Columbia, Portland, Ore.

File #3911

FILED
JAN 25 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JAN 25 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB 6 1962
FOR FILING

I [illegible]

5769

February 2, 1962

American Insurance Company
McLaughlin Building
[illegible] S. W. Columbia
Portland 1, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $104.90 which has been filed with the Secretary of State by [illegible] Hardware, Baker, for hardware materials furnished to Keystone Construction Company, Inc.

The claim states that this is in reference to the following Keystone Construction Company contracts:

5604, grading on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County.

5769 5769, grading and paving on the Pleasant Valley-Mill Creek section of the Old Oregon Trail Highway in Baker County.

We provide this information as your company appears as surety on the performance bonds furnished on each of these contracts.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Cole, Clark & Cunningham, Inc.
[illegible] S. W. Fourth Avenue
Portland 4, Oregon

Keystone Construction Co.
[illegible] N. Main Street
P. O. Box [illegible]
Prineville, Oregon

M. K. McIver
G. L. Jackson
Forrest Cooper

NOTED ON CARD
dc

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

HOWELL APPLING, JR.
Secretary of State

January 22, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from E. T. Nero, c/o Nero's Hardware, 2200 Main, Baker, Oregon, and filed as of this date, a notice of claim by Nero's Hardware for hardware materials purchased from Nero's Hardware by Keystone Construction Company in the sum of $104.93 for contract No. 5604 and 5769 for grading Baker Pleasant Valley Section, Old Oregon Trail Highway--Baker, Oregon, Baker County and Pleasant Valley--Hill Creek Section, Old Oregon Trail Highway--Baker County, American Insurance Co., surety.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo C Stephens
Public Records Section

GS:FK
Enc.

Cec, please handle

NOTED
FLOYD QUERY

71 RECEIVED
FEB 2 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NERO'S HARDWARE
TELEPHONE JAckson 3-4921
2200 MAIN
BAKER, OREGON

Jan. 18, 1962

Secretary of State
State of Oregon
Salem, Oregon.

RECEIVED
JAN 22 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

Gentlemen:

To Secretary of State —

Notice hereby is given that the undersigned Nero's Hardware has a claim for Hardware materials purchased from Nero's Hardware by Keystone Construction Company during the period Aug. 3, 1961 to Oct. 9, 1961 in the amount of $\#104^{93}$. Keystone has two contracts—

Contract No 5604
Grading
Baker Pleasant Valley Section
Old Oregon Trail Highway - Baker Oregon Bkr. County
Surety - American Insurance Co.
Agent - Cole, Clark & Cunningham Inc.
222 S.W. 4th Ave., Portland 4, Oregon
Approximately 98 percent complete.

File #3910
FILED
JAN 22 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

NERO'S HARDWARE
TELEPHONE JAckson 3-4921
2200 MAIN
BAKER, OREGON

Contract No 5769
grading - paving
Pleasant Valley - Hill Creek Section
Old Oregon Trail Highway - Baker County
Surety - American Insurance Co.
Agent - Cole, Clark & Cunningham, Inc.
222 S. W. 4th Ave. Portland 4 Oregon.

Approximately 81 per cent complete.

Claim was made by Nero's Hardware by letter and is on file with the State Highway Department at Salem Oregon. This was filed Dec. 20 1961.

Signed Nero's Hardware
By E. Nero
owner

File #3910

FILED
JAN 22 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JAN 22 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

F-304(5) Clackamas River Bridge 1960
#5770 at Park Place on Cascade Hwy.

Monthly transaction number RECEIVED APR 5 1963	Form 2A (8-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number FOR FILING 9	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 3-29-63	County Clackamas
		Project number F-304(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **September 21**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project	$ **492,473.00**
Revised Federal funds	$ **311,531.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **29** day of **March**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd

Asst. **State Highway Engineer**
(Title)

By__________

____
(Title)

By__________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **A. W. Parsons**
Division Engineer

By: L. R. Backlund
L. R. Backlund
Administrative Manager

USComm-DC 11170

March 27, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Clackamas River Bridge, Project No. F-304(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

[illegible] 5770 9-21-60

Monthly Transaction No. RECEIVED 9-72 [illegible] 1960	Form [illegible]-2 (9-[illegible]) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project Report No. F-304 (5)	**FEDERAL-AID PROJECT AGREEMENT**	County **Clackamas**
		Project No. **F-304(5)**

5770

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

SR 213, Clackamas River Bridge

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7-25-60	0.1
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **506,354**	Federal funds $ **308,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **September 21, 1960**

USComm-DC 40257

September 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Clackamas River Bridge, Project No. F-304(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNG:jb

September 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Clackamas River Bridge, Project No. F-304(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Federal Aid
Project No. F-304(5)

Oregon State Highway Department

CLACKAMAS RIVER BRIDGE ON THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 7, 1960

Type Code X031
Clackamas River Bridge (Sta. Ls 630+80 to Sta. Ls 636+58)(Contract No. 5770)

Shoring and Cribbing	All	Required	$	$ 8,000.00
Structural Excavation	750	cu.yds.	12.00	9,000.00
Structural Excavation Below Elevation Shown	50	cu.yds.	20.00	1,000.00
Furnish Steel Piling	10,920	lin.ft.	3.55	38,766.00
Drive Steel Piles	236	only	55.00	12,980.00
Splice Steel Piles	12	only	50.00	600.00
Seal Concrete	73	cu.yds.	30.00	2,190.00
Class "A" Concrete (2,080 cu.yds.)	All	Required		120,700.00
Metal Reinforcement (384,360 lbs.)	All	Required		42,800.00
Structural Steel (1,088,390 lbs.)	All	Required		213,200.00
Metal Parapet Rail	2,308	lin.ft.	4.50	10,386.00
8-inch Metal Drain Pipe	50	lin.ft.	4.00	200.00
Removal of Buildings	All	Required		500.00
	Subtotal			$460,322.00
	10% Engr. & Cont.			46,032.00
		Total		$506,354.00

Length of Structure - - - - - - - - 0.109 Mile

Federal Funds -	$308,000.00
State Funds -	198,354.00
	$506,354.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-304(5)

CLACKAMAS RIVER BRIDGE ON THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 18, 1960

Type Code X031
Clackamas River Bridge (Sta. Ls 630+80 to Sta. Ls 636+58)

Shoring and Cribbing	All Required		$ 4,000.00
Structural Excavation	500 cu. yds.	$ 5.00	2,500.00
Structural Excavation Below Elevation Shown	50 cu. yds.	10.00	500.00
Furnish Steel Piling	10,920 lin. ft.	5.00	54,600.00
Drive Steel Piles	236 only	70.00	16,520.00
Splice Steel Piles	12 only	35.00	420.00
Seal Concrete	73 cu. yds.	45.00	3,285.00
Class "A" Concrete (2,080 cu. yds. at $70.00)	All Required		145,600.00
Metal Reinforcement (384,360 lbs. at $0.12)	All Required		46,123.20
Structural Steel (1,088,390 lbs. at $0.23)	All Required		250,329.70
Metal Parapet Rail	2,308 lin. ft.	$ 6.50	15,002.00
8-inch Metal Drain Pipe	50 lin. ft.	4.00	200.00
Removal of Buildings	All Required		1,000.00
	Subtotal		$540,079.90
	10% Engr. & Cont.		54,007.10
		Total	$594,087.00

Length of Structure - - - - - 0.109 Mile

Federal Funds -	$362,000.00
State Funds -	232,087.00
	$594,087.00

Oregon State Highway Department

Federal Aid
Project No. F-304(5)

CLACKAMAS RIVER BRIDGE ON THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 12, 1960

Type Code X031
Clackamas River Bridge (Sta. Le 630+80 to Sta. Le 636+58)

Shoring and Cribbing	All Required	$	$ 4,000.00
Structural Excavation	750 cu.yd.	5.00	3,750.00
Structural Excavation Below Elevation Shown	50 cu.yd.	10.00	500.00
Furnish Steel Piling	10,920 lin.ft.	5.00	54,600.00
Drive Steel Piles	236 only	70.00	16,520.00
Splice Steel Piles	12 only	35.00	420.00
Seal Concrete	73 cu.yd.	45.00	3,285.00
Class "A" Concrete (2,080 cu.yd. at $70.00)	All Required		145,600.00
Metal Reinforcement (384,360 lb. at $0.12)	All Required		46,123.20
Structural Steel (1,088,390 lb. at $0.23)	All Required		250,329.70
Metal Parapet Rail	2,308 lin.ft.	6.50	15,002.00
8-inch Metal Drain Pipe	50 lin.ft.	4.00	200.00
Removal of Buildings	All Required		1,000.00
	Subtotal		$541,329.90
	10% Engr. & Cont.		54,132.10
	Total		$595,462.00

Length of Structure - - - - - - 0.109 Mile

Federal Funds -	$362,000.00
State Funds -	233,462.00
	$595,462.00

RECEIVED
[illegible] 1962
FOR FILING

5170

477 Cottage Street, N.E.
Salem, Oregon

August 8, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.6 Salem, Oregon

Form PR-47 for Project F-304(5)

You will note that the cost of materials, supplies and labor is $547,766 compared with a contract construction cost of $461,333, reflecting a loss of $86,433. Will you please either verify this situation or arrange to have the contractor submit a corrected form.

Attachments

original referred To Merchant
with attachment

8-10-62

9

RECEIVED
JUL 19 1962
FOR FILING
F 5-7(c)
5770

July 18, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5770, awarded to C. M. Corkum Co. Inc., for construction of the Clackamas River Bridge on the Cascade Secondary Highway in Clackamas County.

This contract was completed on June 8, 1962, and was accepted by the Highway Commission on June 29, 1962. Final payment in the amount of $23,016.10 will be released to the contractor on or after July 25, 1962. The total contract amount is $461,333.00 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: C. M. Corkum Co. Inc.,
2630 SW 2nd Avenue
Portland 7
Oregon

RECEIVED
JUN 28 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1962

SUBJECT: Clackamas River Bridge
FAP No. F-304(5)
Contract No. 5770

To: Mr. D. B. Parkes
Contract Payments

OFFICE

C. M. Corkum Company, Inc. completed work on the Clackamas River Bridge on the Cascade Highway in Clackamas County, Contract No. 5770, on June 8, 1962.

Will you please secure authority from the Commission to pay the final estimate on the job? Final inspection and acceptance of the project has been made by the Bureau of Public Roads.

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

CAG:dl

CC:Floyd Query ✓

NOTED ON CARD
dc

CD-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. B. M. French, Regional Engineer
Portland, Oregon

DATE: February 12, 1962

FROM : G. M. Williams, Director of Engineering
22-41
By: M. B. Christensen, Chief
Construction and Maintenance Division

[illegible]
FEB 15 1962
Oregon Division

SUBJECT: Report on Inspection in Depth - Oregon Project F-304(5)
Clackamas River Bridge

We have reviewed the subject report forwarded to this office by Regional Bridge Engineer Stephenson on December 11, 1961, and in response to the region's solicitation the following comments are offered.

The report is a good narrative description of the State's inspection and construction procedures. We believe, however, that the status of construction at the time of inspection should have been definitely stated, even though it may be assumed that practically all work was completed except for painting, as indicated on page 12 of the report. In this connection, for the purpose of an inspection in depth of the State's inspection and construction procedures it would seem more desirable to schedule such inspections when at least some of the major construction operations are in process and more of the inspection and construction operations could be observed. We believe the report would have greater significance if actual observation and checks had been made on the performance of the processes and operations rather than recording an account of many of the procedures as given by the responsible State personnel.

A definite statement should have been made regarding the adequacy of test reports found in the project files to show conformity with the specifications. Also, a statement regarding the adequacy of billings, measurements and computations found in the project records to substantiate pay quantities should have been made.

It is noted on page 5 that there was no preconstruction conference held with the contractor, although this matter is not mentioned in the conclusions on page 12. Preconstruction conferences are considered to be highly desirable and the State should be encouraged to hold such conferences prior to the start of any construction work on a project.

The inspection of the batching operations as reported on page 6, indicates lack of adequate inspection since a State inspector is not always on duty at the plant during batching operations to verify the mix proportions and time of loading.

(more)

MAR 28 1962
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

An allowance of twice the AWS tolerance for camber, as reported on page 8 tends to encourage inferior workmanship. The AWS tolerances are based on results that should be obtained from reasonably careful planning and workmanship.

The maximum underrun in plate thickness should be 0.01 inch, as stated in ASTM Specification A-6, instead of 10 percent of the plate thickness as shown on page 8 of the report.

It is noted that the deck surface is reported on page 12 as "in almost all cases to be within acceptable tolerances (Specifications 1/8" in 10')," and reported under the picture on the left side of page 14 as "Generally, variation was under 1/4" in 10'." This seems to be a contradictory statement.

A very good summary of the welding processes is given on pages 7, 8, 9, and 10, but the extent of the shop inspection of fabrication and welding is not stated.

The dates of exposure were not given for the pictures included as a part of the report. Had this been done the pictures would have established conditions as they existed at the particular time of film exposure.

The girders shown in the picture on the left side of page 13 were obviously subjected to some rough treatment. After being subjected to treatment such as that indicated by the picture, all web and flange fillet welds and flange butt welds should have received close visual and magnetic particle inspection. If such an examination was made the results should have been documented, together with the results of any corrective action that was found to be necessary and referred to in this report.

We believe that the 18 hours spent in making this report is disproportionate with the 15 hours required to make the inspection. Although the report is well written and factual, we believe it could have been condensed considerably without detracting from its value.

It is assumed that the findings of the inspection as shown under Conclusions on page 12 of the report have been called to the State's attention for further consideration and possible corrective action.

cc: Mr. E. L. Erickson, Bridge Division

RECEIVED
OCT 31 1960
FOR FILING

COMMISSIONERS
M. R. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

7 [illegible]
5770

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 26, 1960

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Project I-80N-2(7)15
Proposed Pole Line Permit #5770
Dalton Point

Dear Sir:

Reference is made to your memorandum of September 30 to Mr. W. C. Williams advising that, in the absence of a showing that the need for the service provided by the subject-named permit is an "extreme" case, the permit could not be approved.

By a letter dated October 12, we advised the Western Telephone System, Inc. that permission to construct their facility was withheld. A copy of our letter is attached.

The applicant has responded with the attached letter intended to show the need for telephone service at this location, and has presented several points which, in his opinion, would prove this to be an "extreme" case.

While we have not checked the accuracy of the applicant's statement offered to show need of the crossing, one point does come to mind -- various individuals, whether they be commercial fishermen, sports fishermen, pleasure boaters, or water skiers are apparently using the Dalton Point landing, and accidents can occur in any of these activities. In the absence of other nearby telephone facilities, it is our thought that service at this location could be very desirable for emergency purpose, as well as being available for the general convenience of persons using the landing.

It is our request, therefore, that you review the application. Although it is doubtful that this could be considered an "extreme" case, we would consider it as unusual in comparison with most service crossing applications, and it is our recommendation that the permit be granted.

The copies of the proposed permit are attached. If you find that approval is justified, please return the executed copy of the permit for our files. The two conformed copies of the permit are intended for your use.

Very truly yours,

R. B. Sipprell
Director of Permits

By
Original signed by R. P. Hamilton
R. P. Hamilton
Utilities Permit Engineer

NOTED
P. M. STEPHENSON

cc: Mr. P. M. Stephenson

RPH:dw
Encls. 3

Western Telephone System

916 OREGON BANK Bldg.
315 S.W. Washington Street
Portland 4, Oregon

October 21st, 1960

Mr. R. P. Hamilton
Utilities Permit Engineer
Highway Department
State of Oregon
Salem, Oregon

Dear Mr. Hamilton:

I was gratified to learn from your letter of October 12, 1960, that the U.S. Bureau of Public Roads was taking exception to our application to construct telephone and electric service line to Dalton Point Landing only on the basis of Public necessity. The technical details has been so carefully worked out with Union Pacific and your State Highway Department's Mr. E.E. Johnston - and approved by both - I could not envision any quibble arising from the engineering.

Now, as regards the need for the service we wish to provide at Dalton being an "extreme case," as defined in paragraph six of your letter, we maintain that it is, and for the following reasons.

First of all, the Dalton Point Steamboat Landing has served Bridal Veil and Coopey Falls by way of a wagon road since the last century. It has been a mail route, log-rafting dump, freight boat delivery and pick-up point, fisherman's landing and boat launching area, without interruption.

Just four of the fishermen who are permanently based at Dalton Point have sold over half a million dollars worth of salmon in the last eleven years. In 1960, 150 commercial fishermen used Dalton Point facilities at various times, though seldom more than a score at once. On September 8, 1960, a count was made of the boats launched at Dalton Point; there were 22 that day.

In the spring of 1960, the State Highway Department, recognizing the importance of the traditional link with the river at Dalton Point and its peculiar natural virtues as an anchorage and launching point, spent many thousands of dollars constructing a rock-fill, black-top roadway across the swamp to the water's edge and over a quarter of a mile of acceleration and deceleration lanes on the freeway to make the turn-off to it safe. Obviously they wouldn't have dome this for the benefit of the property they own between the interstate highway and the Columbia River at this point, nor would they have dome it for a favored individual or two. The Highway Department recognized a real need for these facilities, as does the community.

Statistically the public use of Dalton Point is shown by the long distance call records for 1959 - the last year of service to Dalton Point - because only 4.07% of the long distance calls placed from the Dalton Point phone were charged to and collected at that phone. The rest were charged to credit cards and phones of distance towns and cities, mainly Portland, thus showing that sport fishermen and the general public were the main users of the public phone on the landing even though its location was not obvious like the typical public phone booth.

As a matter of fact, the Northeast Multnomah County Community Association wrote to Mr. Williams on August 8, 1960 (copy enclosed), about the hardship imposed on commercial fishermen resident at Bridal Veil and Coopey Falls who were forced to travel 22.7 miles, round-trip, to reach their boats at Dalton Point, a mile away.

On August 19, the Association appeared before the Commission with a Multnomah County Commissioner and a representative of the Mayor of Cascade Locks, whose electric light serves the area, to plead their case in person. On September 12, the Commission refused the plea for a full interchange but recognized the Dalton Point as a point of public access to the river in their third paragraph (copy enclosed).

That there was a real need for telephone service on the landing prior to our original application is borne out by the fact that the fishermen maintained one there for several years prior to the construction of the second lane of the highway in early 1960. The lines were on poles in the river and on the private property south of the railroad tracks but were fastened to trees across the state land on the basis of O.R.S. 758.010, 772.205 and 772.210, without formal permission but on the basis of old "territorial rights." These lines were removed by the state when the second lane was being constructed in early 1960.

Since the Highway Commission has decreed that the fishermen who have been using the wagon road to Dalton Point for almost a century must now drive 22 miles where they formerly drove two, the need for a telephone communication has increased a hundred-fold. For safety and in an emergency, it has become imperative.

Not only that, but the need for electric power to the floats has also become very real now for, whereas in former times the fishermen easily could bring the motor parts for welding or repair to their home shops, this must now be done at the floats, and the small generators make insufficient power for this work.

Since the express-interstate highway design is such that public telephones are available to the motorist from only business locations and parking areas served by the access roads to the interstate highway, and highway engineering and geographic circumstances place Dalton Point as the only year-round location engineered to be accessible to and from the highways west-bound lanes between Dodson,7 miles to the east,and Corbett Junction,5 miles to the west, any public phone at Dalton Point can not escape serving a new roll of meeting the rerouted needs of the interstate highways west bonnd motorist. May it not be safely presumed that many of these telephone service needs of the interstate highway motorist will be of the serious "emergency" nature.

It is inconceivable that the Bureau of Public Roads will insist on stifling the community with an arbitrary ruling on the one hand and hazard the convenience and safety of the interstate highway motorist on the other hand based on the report of their field engineer's inspection and without regard to these facts which were not available to him.

I shall be grateful if you will re-open the matter with the Bureau at once. In the meantime, I shall be pleased to prepare petitions, certified copies of fish receipts or past long distance call traffic records, or whatever other evidence you need to convince them that this is, to use their language, "an extreme case."

The community thinks their right to a public telephone and electricity where they want it is not an extravagant request as long as no public funds are involved. For our part, we are anxious to provide the service requested of us.

Yours very truly,

WESTERN TELEPHONE SYSTEM, Inc.

Martin Palmer

Martin Palmer, Pres. & Gen.Mgr.

MP:lm

in duplicate

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
SEP [illegible] 1960
FOR FILING
7-30[illegible]
5770

September 16, 1960

C. M. Corkum Company, Inc.,
2630 SW 2nd Avenue
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5770, awarded August 18, 1960, for construction of the Clackamas River Bridge on the Cascade Secondary Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

RECEIVED
1960
FOR FILING
F-304 (5)
5770

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

August 18, 1960

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project F-304(5)

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5770 for Oregon Project F-304(5), Clackamas River Bridge on the Cascade Highway, to C. H. Corkum Co., Inc. of Portland, Oregon, low bidder in the amount of $460,322.00 at the August 16, 1960 bid opening.

Porter

NOTED

RECEIVED

FOR FILING

F-304 (5)

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

July 25, 1960

#5770

304(5)

08-35.6

C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project F-304(5)

We have today approved the P. S. and E. documents for Oregon Project F-304(5), Clackamas River Bridge on the Cascade Highway in Clackamas County.

This is to authorize your advertising for bids.

Porter

NOTED
FORREST COOPER

EBF-124(17) Lone Ranch Cr. Culvert 1960
Reconst., Burnt Hill-Brookings
#5771 Sec., Oregon Coast Hwy.

RECEIVED
NOV 10 1960
FOR FILING

[illegible]

5771

November 9, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5771 for reconstruction of the Lone Ranch Creek Culvert on the Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County was completed by the contractor, R & M Construction Co., on October 10, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $12,436.52 will be released to the contractor on or after November 19, 1960. The total contract amount is $63,777.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

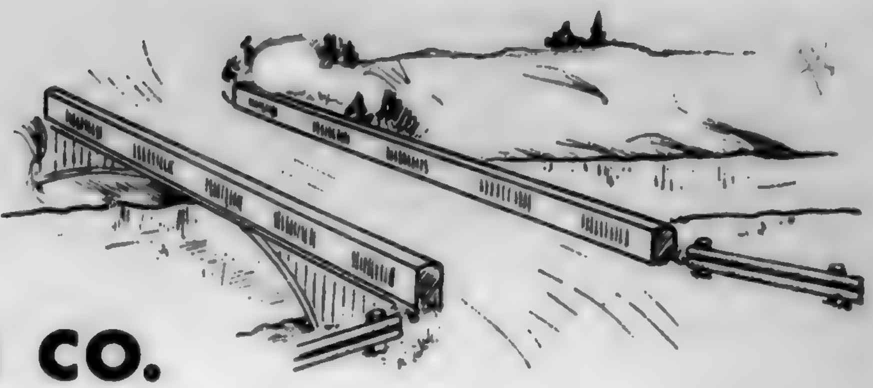
Secretary
OREGON STATE HIGHWAY COMMISSION

de

RECEIVED
OCT 1960
FOR FILING

2127-124 (17)

5771



R & M CONSTRUCTION CO.
General Contractors

Phone NOrmandy 4-2543

P. O. BOX 848, CENTRAL POINT, OREGON

September 29, 1960

Mr. John Quiner
Resident Bridge Engineer
Brookings, Oregon

Dear Sir:

On the Lone Creek Culvert Job #5771, Brookings, Oregon, which we have under contract, there has been a barrier erected with a locked gate across the main access road which is new 101. This barrier causes us considerable delay in getting men, materials and supplies to our project.

At a point where the new road leaves the present highway, there is a partial barrier with a Road Closed sign. The above mentioned barrier and locked gate is erected across the road approximately one-fourth mile from this point with no signs, markings or lights of any kind, making it very difficult to see in day light. In addition to delay of our project, we feel that this gate is very much a hazard to our men going to and from the job in fog and at night, as we are working two shifts.

Upon completion of this contract we intend to file claim for extra cost that this barrier has caused us.

Yours truly,

John S Robison

R & M Construction Co.

cc: Mr. Frank Morgan
Divisional Engineer
Roseburg, Oregon

Mr. Floyd Query
Sec. Hwy Commission
Salem, Oregon

Mr. Ivan D. Merchant
State Hwy Bridge Engineer
Salem, Oregon

RECEIVED
OCT 3 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

FORM 6-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. PRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
SEP 16 1960
FOR FILING

5771

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 16, 1960

R & M Construction Company
136 Main
Central Point
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5771, awarded August 18, 1960, for reconstruction of the Lone Ranch Creek Culvert on the Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

RECEIVED
[illegible] 1960
FOR FILING
EBF 124 (17)
5771

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

August 18, 1960

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project EBF-124(17)

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5771 for Oregon Project EBF-124(17), Lone Ranch Creek Culvert Reconstruction, Burnt Hill-Brookings Section, Oregon Coast Highway, to R. and M. Construction Company of Central Point, Oregon, low bidder in the amount of $63,777.00 at the August 16, 1960 bid opening.

Porter

NOTED
[illegible]

U-131(21) Redwood Hwy. Jct. Sec., 1960
Pacific Hwy. (Roadside Improve.)
#5772

RECEIVED
MAY 9 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

11-131(21)
5772

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 8, 1961

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

We have received notification from the Secretary of State, dated May 4, 1961, that the claim of Doty & Doerner, Inc., in the amount of $ 900.00 against Ernest Ferrante & Co. on our Contract No. 5768 & 5772, has now been filed in his office. The Secretary of State has assigned his File No. 3816 to this claim.

A description of the claim was outlined in our letter to you of May 3, 1961.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
dc

RECEIVED
MAY 8 1961
FOR FILING

4-131 (21)

5772

May 5, 1961

Fallett, Fisher & Carlo, Inc.
1001 U.S. National Bank Building
Portland, Oregon

Attention: Mr. Fred R. Fisher

Dear Mr. Fisher:

In this morning's mail we received your letter of May 4 concerning the condition of certain plants used by Mr. Ferrante on State Highway Contract Nos. 5768 and 5772.

The final inspection on those contracts is a function performed by the Construction Engineering Division. The matter of determining how many of the plants will have to be replaced is, of course, a matter which can be determined only in the field.

As you may know, Doty and Doerner, Inc. have filed a claim against these two contracts for plants furnished. This office does not have any information concerning the condition of the plants when they were supplied, or as to how many of them grew after being planted.

Copies of your letter are being forwarded to Mr. W. C. Williams, State Highway Engineer and to Mr. Tom Edwards, Construction Engineer.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: W. C. Williams
Tom Edwards
Ernest Ferrante & Co.

RECEIVED
MAY 5 1961
FOR FILING

4-131(21)

5772

May 5, 1961

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5772 for roadside improvement on the Redwood Hwy. Jct. Section of Pacific Highway in Josephine County was completed by the contractor, Ernest Ferrante & Co., on November 16, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $612.38 will be released to the contractor after acceptance by the Commission. The total contract amount is $20,649.64, of which amount $64.00 represents force account items.

You have been previously notified that a claim has been filed against this contract.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
Pallett, Fisher & Carlo, Inc.,
1001 US National Bank Bldg.,
Portland 4, Oregon

cc: Ernest Ferrante & Co.,
3908 SE Bybee
Portland
Oregon

P

RECEIVED
MAY 8 1961
FOR FILING

4-131(21)

5772

PA ETT, FISHER & CARLO, IN
GENERAL INSURANCE
1001 U. S. National Bank Building
Telephone CApitol 8-8451
PORTLAND, OREGON

May 4, 1961

Oregon State Highway Commission
Salem, Oregon

Attention: Floyd Qaery, Secretary

Re: State Highway Contracts #5768 and #5772
Ernest Ferrante & Co.

Dear Mr. Query:

At the request of Mr. Ernest Ferrante I am writing you this letter on his behalf, to explain certain circumstances about the matter involved in the claim noted in your letter of April 27, 1961.

In the first place, for some reason unknown to Mr. Ferrante, the papers for semi-annual payment on one of these jobs were delayed in processing in Grants Pass for a considerable length of time. This was confirmed to me in a telephone conversation with the District Engineer in Roseburg, who at the same time intimated to me that a certain amount was being withheld because of certain plantings, mostly apparently a plant called St. Johns Wort, which had not survived after original planting. Later in a conversation with Mr. Doty, Mr. Doty indicated that such was the case, but at the date of this writing, Mr. Ferrante, who was the contractor, has still never been furnished with detail as to what, where, and how many of the plantings are not acceptable.

It is our understanding that the State, because they had several of these jobs on which the St. Johns Worts plants were specified, had made certain contracts with local nurseries, who then made arrangements with out-of-state nurseries to furnish these plants to the State. In most instances contractors who bid on roadside improvement jobs were furnished the plants by the State. However in this case the bid by Ferrante to the State apparently worked out in such a way that the plants were billed to Ferrante rather than to the State.

There seems to be some lack of agreement as to the condition of these plants at the time they were received and/or put into the ground on the jobs. Mr. Doty informed me that Ferrante did not store them properly prior to planting, and Mr. Ferrante tells me that the plants werd wilted and in poor condition when he received them from a California shipment, which was apparently a shipment for which Doty had arranged. Although the relationsup of Ferrante and Doty appears to be that of purchaser and seller, the plants having been planted by Ferrante, it is Mr. Ferrante's contention that replacement plants should be furnished by Mr. Doty, but Ferrante agrees to put them in place and has the people ready to do this. He has instructed me to inform you that when he receives the written details of the plants to be replaced, he is ready to reimburse Mr. Doty for the balance due and install the plants, at which time he hopes he will be able to collect the balance of the moneys due for final completion of the two jobs.

Yours very truly,

PALLETT, FISHER & CARLO, INC.

By Fred R. Fisher
Fred R. Fisher

FRF:kp

cc: Doty & Doerner, Inc.

CC: Ernest Ferrante

cc: Aetna Casualty & Surety Co.

RECEIVED
MAY 5 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 4 1961
FOR FILING

4-131(21)

5772

May 3, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim letter for filing in the amount of $900, received from Doty & Doerner, Inc., for plants furnished to Ernest Ferrante & Co., Portland, on State Highway Contracts #5768 and 5772.

The contract descriptions are as follows:

#5768 - Roadside improvement on the North Grants Pass-"M" Street Section of the Pacific Highway in Josephine County.

#5772 - Roadside improvement on the Redwood Highway Jct. Section of the Pacific Highway in Josephine County.

The surety on both of these projects is the Aetna Casualty & Surety Company, through Pallett, Fisher & Carlo, Inc., 1001 U. S. National Bank Building, Portland 4, Oregon.

Please acknowledge receipt of the claim on the enclosed copies of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

NOTED ON CARD
dc

FORM E-126-X 80M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 3, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim letter for filing in the amount of $900, received from Doty & Doerner, Inc., for plants furnished to Ernest Ferrante & Co., Portland, on State Highway Contracts #5768 and 5772.

The contract descriptions are as follows:

#5768 - Roadside improvement on the North Grants Pass-"M" Street Section of the Pacific Highway in Josephine County.

#5772 - Roadside improvement on the Redwood Highway Jct. Section of the Pacific Highway in Josephine County.

The surety on both of these projects is the Aetna Casualty & Surety Company, through Pallett, Fisher & Carlo, Inc., 1001 U. S. National Bank Building, Portland 4, Oregon.

Please acknowledge receipt of the claim on the enclosed copies of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

File # 3816

FILED
MAY 4 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAY 4 - 1961
H APPLING,
O

RECEIVED
MAY 4 1961
FOR FILING
4-131(21)
5772

May 3, 1961

Doty & Doerner, Inc.
6691 S. W. Capitol Highway
Portland 1, Oregon

Attention: Mr. Paul E. Doty

Gentlemen:

This is to acknowledge receipt of your claim letter of April 27, 1961, informing us that Ernest Ferrante & Co. owe you $900 for plants furnished in connection with their two State Highway Contracts #5768 and 5772 in the Grants Pass area.

Our records indicate that Contract No. 5768 is for roadside improvement on the North Grants Pass-"M" Street Section of the Pacific Highway in Josephine County. Contract No. 5772 is for roadside improvement on the Redwood Highway Jct. Section of the Pacific Highway in Josephine County.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD

DOTY & DOERNER, INC. ☆ *Nurseries*

6691 SOUTHWEST CAPITOL HIGHWAY TELEPHONE CHERRY 4-1166 PORTLAND 1, OREGON

April 27, 1961

Floyd A. Query, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

On April 19th we mailed you a copy of our letter to Ernest Ferrante & Co., 3908 S. E. Bybee Blvd., Portland 2, Oregon, in which we asked them for payment of a balance of $900.00 due for plants which we furnished them with in connection with their two State Highway contracts in the Grants Pass area. Contract # 5768 and Contract # 5772. In that letter we called their attention to the fact that the balance was now more than six months old and we requested that they make settlement now. The alternative was that we would have to file a claim with the State Highway Commission and that the deadline would be April 25th. That date has now passed, and the only reply we have had is a letter from them under date of April 20th, a copy of which is enclosed for your reference.

We regret that the Ferrante Co. lost money on these two jobs. We, however, had nothing to do with the bid which was placed with them, nor with the handling of the construction after the bid was awarded them, nor with the handling or planting or maintenance of the plant materials after they were once delivered into their hands. All of the nursery stock which we furnished was inspected and accepted by representatives of the State Highway Commission before being turned over to the contractor. Under conditions of this kind, no supplier could be expected to guarantee the shrubs and plants against any and all disease or death, as they have requested in the second paragraph of their letter and six months after the termination of our original dealings with them.

The precise purpose of this letter to you is to place in your hands the information necessary to establish our claim for the balance of $900.00 due us from Ernest Ferrante & Co. Will you please see that this letter goes thru the proper channels to establish that claim? If any other information is needed in support, or in further explanation, please advise us of this.

Very truly yours,

DOTY & DOERNER, Inc.

Paul E Doty

Paul E. Doty

PED/mjc

cc of Ferrante
letter 4/20/61 encl.

RECEIVED
APR 28 1961
OREGON
STATE HIGHWAY COMMISSION

ERNEST FERRANTE & CO.
ESTABLISHED 1926
GENERAL CONTRACTOR
*Installers of Waterlines, Irrigation Systems
and Lawn Sprinkling Systems*

3908 S.E. BYBEE BLVD. PHONE PR. 1-3176 PORTLAND 2, OREGON

April 20, 1961

Doty & Doerner, Inc.
[illegible] S. W. Capitol Highway
Portland [illegible], Oregon

Dear Sirs:

We have your letter of April 19, 1961, regarding a balance due you of $900.00 for plants purchased last October for two State Highway Contracts in the Grants Pass area.

If you are willing to send us a statement to the effect that you guarantee the plants and shrubs purchased from you against any and all disease or death up to the time that the State notifies us of their acceptance of these plants,we will, by return mail, send you our check in full payment of the balance of the bill.

If you are not willing to stand behind your own merchandise, then, we of course can not take the chance of losing more money on the projects than we have up to now by sending you the balance of your account until we receive what is coming to us from the State.

Very truly yours,

Ernest Ferrante
ERNEST FERRANTE & CO.

EF/mf

RECEIVED
APR 21 1961

RECEIVED
MAY 4 1961
FOR FILING

4-131(21)

5772

May 3, 1961

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

A claim letter, dated April 27, 1961, has been received from Doty & Doerner, Inc., Portland, advising that Ernest Ferrante & Co. owe them $900 for plants furnished on their two State Highway Contracts #5768 and 5772. This appears to be our contracts with Ernest Ferrante & Co., as follows:

#5768 - Roadside improvement on the North Grants Pass-"M" St. Section of the Pacific Highway in Josephine County.

#5772 - Roadside improvement on the Redwood Highway Jct. Section of the Pacific Highway in Josephine County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of it for your records.

We provide this information as your company appears as surety on the performance bond furnished with each contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp
Enc.
CC:
Pallett, Fisher & Carlo, Inc.
1001 U. S. National Bank Building
Portland 4, Oregon

NOTED ON CARD
dc

Ernest Ferrante & Co.
3908 S. E. Bybee
Portland, Oregon

Commissioners
W. C. Williams
Forrest Cooper

RECEIVED
APR 24 1961
FOR FILING

4-131(21)

5772

DOTY & DOERNER, INC.
6691 S. W. CAPITOL HWY.
PORTLAND 1, OREGON

April 19, 1961

Ernest Ferrante & Co.
3908 S. E. Bybee Blvd.
Portland 2, Oregon

C O P Y

Gentlemen:

The enclosed statement indicates that there is still a balance of $900.00 due on purchases you made from us last October for the two State Highway Contracts which you had in the Grants Pass Area, No. 5772 and No. 5768. No arrangement has been made with us for credit extension, and this balance is now more than six months old. We cannot extend credit indefinitely, and the purpose of this letter is to ask you to give your attention now to the matter of payment of this balance.

According to standard business practice in matters of this kind, a supplier may protect himself against non-payment, by filing a claim with the State Highway Commission, within a limited space of time, against the contractor to whom supplies have been furnished. We plan to file such claim with the State Highway Commission on April 25, 1961, unless settlement in full is received in the interim. On and after that date, an interest charge of 8% per annum will accrue until final settlement is made.

We trust that you will give this your immediate attention.

Very truly yours,

DOTY & DOERNER, Inc.

Paul E. Doty

PED/mjc

cc to: Floyd A. Query ✓
Certified Mail
Sec. to State Hwy Comm.
Salem, Ore.

Pallett, Fisher & Carlo, Inc.
1001 U.S. Nat'l. Bank Bldg.
Portland 4, Oregon

NOTED
FLOYD QUERY

RECEIVED
APR 20 1961
OREGON
STATE HIGHWAY COMMISSION

STATEMENT

DOTY & DOERNER, Inc. *Nurseries*

6691 SOUTHWEST CAPITOL HIGHWAY CHerry 4-1168 PORTLAND 1, OREGON

April 19, 1961

COPY

Ernest Ferrante & Co
3908 S. E. Bybee Blvd.
Portland 2, Oregon

DATE	CHARGES	CREDITS	BALANCE
	BALANCE FORWARD →		
STATEMENT			
Oct. 11, 1960	3803.05		
Oct. 11, "	1201.75		
Oct. 12, "	150.00		
Oct. 11, "	210.00		
Nov. 2	236.00		
Jan. 16, 1961 by check		4700.80	
		Balance	$900.00

The above represents your total purchases from us for plants we furnished you on your State Highway Contracts No. 5772 and No. 5768.

PAY LAST AMOUNT IN THIS COLUMN

RECEIVED
DEC 19 1960
FOR FILING
U-131(21)

5772

December 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 16, 1960, on Contract No. 5772, Redwood Highway Junction (Roadside Improvement) Section, in Josephine County, in connection with Federal Aid Project No. U-131(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

RECEIVED
DEC 1 - 1960
FOR FILING

U-131(21)
5772

Salem, Oregon
November 30, 1960

Mr. C. G. Swanson
County and City Relations Engineer
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 16, 1960, on Contract No. 5772, Redwood Highway Junction Section, in Josephine County, in connection with Federal Aid Project No. U-131(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By JAH
R. L. Porter
Office Engineer

Form E-1-(Rev.)—

U-121 (21)
5772

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 18, 1960

Section Redwood Highway Junction

Kind of work Roadside Improvement

Highway Pacific County Josephine

Section prefix 17-1050

Contractor Ernest Ferrante & Company

Contract number 5772

Date of contract August 18, 1960

Specified work days 65

Date work started August 30, 1960

Work days used 55

Project authorization $ 26,675.45

Exclusive of engineering $ 24,778.46

Per cent of time elapsed 84.6 %

Estimated cost of completed project, exclusive of engineering $ 23,610.59

Estimated per cent [illegible] underrun 4.71 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1,896.99

Engineering cost to date $ 1,670.00, 88.0 %

Date project was completed November 16, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed project on Wednesday of this week. Replaced three manzanita, uncovered plants and shaped edge of beds, installed 5 additional sprinkler heads and shaped and cleaned up entire project.

Grass in lawns is dormant and mowing required in contract cannot be done until next spring.

Job completed November 16, 1960. Final Report

NOTED
JOHN R. OAKES

Signed A. L. [illegible]

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men	
Supervision	
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Rain		
Friday	Showers		
Saturday			

RECEIVED
NOV 15 1960
FOR FILING
U-131 (21)
5772

408 State Highway Building
Salem, Oregon

November 15, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

Federal-aid Project U-131(21), Contract No. 5772

We are returning your Order for State Force Work No. 1 covering the installation of water meters and meter boxes on the above project.

This order is not approved since an agreement with the city of Grants Pass covering the work has not been submitted in accordance with PPM 30-4.

Attachments

Porter

NOTED
[illegible] COOPER

RECEIVED
OCT [illegible] - 1960
FOR FILING

U-131 (21)

5772

October 6, 1960

Mr. [illegible] G. Fulk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. [illegible] covering the installation of water meters and boxes on the Redwood Highway Junction section of the Pacific Highway in Josephine County, Contract No. 5772, in connection with Federal Aid Project No. U-131(21).

This work is necessary to connect the sprinkling system being installed under this contract to the city water supply. The plans state that the meters are to be installed by the City. This work has been verbally approved by the BPR Area Engineer.

The total estimated amount of this order is $586.00 with Federal participation of $350.00.

Your approval of this order and authorization to proceed with the work as of this date under the provisions of PPM 21-6.2 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. [illegible]
Assistant Office Engineer

DBP:jb
Enc.

[illegible] 5772 9-21-60

RECEIVED

Monthly Transaction No. 9-07	Form (9-12	State **Oregon**
Project Report No. FOR [illegible] U-121(21)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT**	County **Josephine**
		Project No. **U-131(21)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5772

Project termini

US 99 Jct. Redwood and Pacific Hwys.
(Redwood Hwy. Junction Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7-25-60	0.2
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 26,083	Federal funds $ 15,900

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forde N Goffe
State Highway Engineer
(title)

By ______
______
(title)

By ______
______
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer
By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **September 21, 1960**

USComm-DC 40257

September 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Redwood Highway Junction Section, Project No. U-131(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RWC:jb

September 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Redwood Highway Junction Section, Project No. U-131(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Oregon State Highway Department

Federal Aid
Project No. U-131(21)

REDWOOD HIGHWAY JUNCTION SECTION
OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 7, 1960

Type Code Y005
Roadside Improvement (Sta. 6+40 to Sta. 17+60)(Contract No. 5772)

1/2-inch Galvanized Steel Pipe	1,670	lin.ft.	$ 0.48	$ 801.60
3/4-inch Galvanized Steel Pipe	2,170	lin.ft.	0.56	1,215.20
1-inch Galvanized Steel Pipe	1,400	lin.ft.	0.77	1,078.00
1¼-inch Galvanized Steel Pipe	1,000	lin.ft.	1.05	1,050.00
1½-inch Galvanized Steel Pipe	1,400	lin.ft.	1.12	1,568.00
2-inch Galvanized Steel Pipe	1,520	lin.ft.	1.40	2,128.00
2½-inch Galvanized Steel Pipe	70	lin.ft.	1.64	114.80
1¼-inch Section Control Valves	6	only	9.80	58.80
1½-inch Section Control Valves	4	only	19.00	76.00
2-inch Section Control Valves	9	only	24.00	216.00
3/4-inch Gate Valves	1	only	3.05	3.05
2-inch Gate Valves	4	only	22.00	88.00
3/4-inch Quick-coupling Hose Valves	5	only	4.00	20.00
1/2-inch Drain Valves	50	only	5.85	292.50
1¼-inch Vacuum Breakers	6	only	10.50	63.00
1½-inch Vacuum Breakers	4	only	12.60	50.40
2-inch Vacuum Breakers	11	only	19.30	212.30
Pop-up Sprinkler Head, Nonrevolving (Large Type)	110	only	3.35	368.50
Pop-up Sprinkler Head, Nonrevolving (Small Type)	20	only	2.35	47.00
Shrubbery Heads	340	only	1.98	673.20
Furnishing and Placing Topsoil	170	cu.yds.	2.10	357.00
Furnishing and Planting Trees	28	only	12.00	336.00
Furnishing and Planting Shrubs	700	only	3.50	2,450.00
Furnishing and Planting Vines	17,000	only	0.32	5,440.00
Lawn Construction	0.80	acres	1,200.00	960.00
Grass Seed, Chewing Fescue	34	lbs.	0.65	22.10
Grass Seed, Creeping Red Fescue	34	lbs.	0.65	22.10
Grass Seed, Merion Bluegrass	67	lbs.	0.75	50.25
Organic Fertilizer, 5-3-2	24	cwt.	5.00	120.00
Inorganic Fertilizer, 10-16-8	7	cwt.	5.00	35.00
Sawdust	100	units	14.00	1,400.00
3/4" - 0 Material in Leveling Course	42	cu.yds.	1.80	75.60
Class "B" Asphaltic Concrete	60	tons	17.00	1,020.00
				$22,412.40
Flagging (57½% of Contractor's Cost)	All	Required		100.00
Meters and Connectors	All	Required		1,200.00

Subtotal	$23,712.40
10% Engr. & Cont.	2,370.60
Total	$26,083.00

Length of Project . . . . 0.212 Mile
Cost of Project Per Mile. $123,033.01

Federal Funds -	$15,900.00
State Funds -	10,183.00
	$26,083.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Federal Aid
Project No. U-131(21)

Oregon State Highway Department

REDWOOD HIGHWAY JUNCTION SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 13, 1960

Type Code Y005
Roadside Improvement (Sta. 6+40 to Sta. 17+60)

1/2-inch Galvanized Steel Pipe	1,670	lin. ft.	$0.56	$ 935.20
3/4-inch Galvanized Steel Pipe	2,170	lin. ft.	0.66	1,432.20
1-inch Galvanized Steel Pipe	1,400	lin. ft.	0.80	1,120.00
1¼-inch Galvanized Steel Pipe	1,000	lin. ft.	0.92	920.00
1½-inch Galvanized Steel Pipe	1,400	lin. ft.	1.04	1,456.00
2-inch Galvanized Steel Pipe	1,520	lin. ft.	1.31	1,991.20
2½-inch Galvanized Steel Pipe	70	lin. ft.	1.75	122.50
1¼-inch Section Control Valves	6	only	20.00	120.00
1½-inch Section Control Valves	4	only	24.00	96.00
2-inch Section Control Valves	9	only	28.00	252.00
3/4-inch Gate Valves	1	only	12.00	12.00
2-inch Gate Valves	4	only	43.00	172.00
3/4-inch Quick-coupling Hose Valves	5	only	13.00	65.00
1/2-inch Drain Valves	50	only	12.00	600.00
1¼-inch Vacuum Breakers	6	only	28.00	168.00
1½-inch Vacuum Breakers	4	only	35.00	140.00
2-inch Vacuum Breakers	11	only	42.00	462.00
Pop-up Sprinkler Head, Nonrevolving (Large Type)	110	only	5.00	550.00
Pop-up Sprinkler Head, Nonrevolving (Small Type)	20	only	2.50	50.00
Shrubbery Heads	340	only	2.00	680.00
Furnishing and Placing Topsoil	170	cu. yds.	2.00	340.00
Furnishing and Planting Trees	28	only	10.00	280.00
Furnishing and Planting Shrubs	700	only	3.25	2,275.00
Furnishing and Planting Vines	17,000	only	0.40	6,800.00
Lawn Construction	0.80	acres	1,200.00	960.00
Grass Seed, Chewing Fescue	34	lbs.	0.75	25.50
Grass Seed, Creeping Red Fescue	34	lbs.	0.65	22.10
Grass Seed, Merion Bluegrass	67	lbs.	1.50	100.50
Organic Fertilizer, 5-3-2	24	cwt.	5.00	120.00
Inorganic Fertilizer, 10-16-8	7	cwt.	5.00	35.00
Sawdust	100	units	15.00	1,500.00
3/4" - 0 Material in Leveling Course	42	cu. yds.	5.00	210.00
Class "B" Asphaltic Concrete	60	tons	22.00	1,320.00
				$ 25,332.20
Flagging (57½% of Contractor's Cost)	All	Required		100.00
Meters and Connectors	All	Required		1,200.00

Subtotal	$ 26,632.20
10% Engr. & Cont.	2,662.80
Total	$ 29,295.00

Length of Project - - - - - - - 0.212 Mile
Cost of Project Per Mile- - - - $138,183.96

Federal Funds -	$ 17,500.00
State Funds -	11,795.00
	$ 29,295.00

Oregon State Highway Department

Federal Aid
Project No. U-131(21)

REDWOOD HIGHWAY JUNCTION SECTION

OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 5, 1960

Type Code Y005
Roadside Improvement (Sta. 6+40 to Sta. 17+60)

1/2-inch Galvanized Steel Pipe	1,670	lin.ft.	$0.56	$ 935.20
3/4-inch Galvanized Steel Pipe	2,170	lin.ft.	0.66	1,432.20
1-inch Galvanized Steel Pipe	1,400	lin.ft.	0.80	1,120.00
1 1/4-inch Galvanized Steel Pipe	1,000	lin.ft.	0.92	920.00
1 1/2-inch Galvanized Steel Pipe	1,400	lin.ft.	1.04	1,456.00
2-inch Galvanized Steel Pipe	1,520	lin.ft.	1.31	1,991.20
2 1/2-inch Galvanized Steel Pipe	70	lin.ft.	1.75	122.50
1 1/4-inch Section Control Valves	6	only	20.00	120.00
1 1/2-inch Section Control Valves	4	only	24.00	96.00
2-inch Section Control Valves	9	only	28.00	252.00
3/4-inch Gate Valves	1	only	12.00	12.00
2-inch Gate Valves	4	only	43.00	172.00
3/4-inch Quick-coupling Hose Valves	5	only	13.00	65.00
1/2-inch Drain Valves	50	only	12.00	600.00
1 1/4-inch Vacuum Breakers	6	only	28.00	168.00
1 1/2-inch Vacuum Breakers	4	only	35.00	140.00
2-inch Vacuum Breakers	11	only	42.00	462.00
Pop-up Sprinkler Head, Nonrevolving (Large Type)	110	only	5.00	550.00
Pop-up Sprinkler Head, Nonrevolving (Small Type)	20	only	2.50	50.00
Shrubbery Heads	340	only	2.00	680.00
Furnishing and Placing Topsoil	170	cu.yd.	2.00	340.00
Furnishing and Planting Trees	28	only	10.00	280.00
Furnishing and Planting Shrubs	700	only	3.25	2,275.00
Furnishing and Planting Vines	17,000	only	0.40	6,800.00
Lawn Construction	0.80	acre	1,200.00	960.00
Grass Seed, Chewing Fescue	34	lb.	0.75	25.50
Grass Seed, Creeping Red Fescue	34	lb.	0.65	22.10
Grass Seed, Merion Bluegrass	67	lb.	1.50	100.50
Organic Fertilizer, 5-3-2	24	cwt.	5.00	120.00
Inorganic Fertilizer, 10-16-8	7	cwt.	5.00	35.00
Sawdust	100	unit	15.00	1,500.00
3/4" - 0 Material in Leveling Course	42	cu.yd.	8.00	336.00
Class "B" Asphaltic Concrete	60	ton	25.00	1,500.00
				$ 25,638.20

Flagging (57½% of Contractor's Cost)	All Required	$	$ 100.00
Meters and Connectors	All Required		1,200.00
	Subtotal		$ 26,938.20
	10% Engr. & Cont.		2,693.80
	Total		$ 29,632.00

Length of Project - - - - - -	0.212 Mile
Cost of Project Per Mile- - -	$139,773.58

Federal Funds -	$ 17,500.00
State Funds -	12,132.00
	$ 29,632.00

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
SEP [illegible] 1960
FOR FILING
[illegible] 11-13 [illegible]
5772

September 15, 1960

Ernest Ferrante & Co.,
3908 SE Bybee
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5772, awarded August 18, 1960, for roadside improvement on the Redwood Hwy. Jct. Section of Pacific Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
SEP 12 1960
FOR FILING

U-131(21)

5772

September 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Redwood Highway Junction Section of the Pacific Highway in Josephine County, Contract No. 5772, in connection with Federal Aid Project No. U-131(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
Enc.

RECEIVED
SEP - 1960
FOR FILING
U-131(21)
5772

September 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 30, 1960, on Contract No. 5772, Redwood Highway Junction Section, in Josephine County, in connection with Federal Aid Project No. U-131(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

RECEIVED
1960
FOR FILING
FAP-U-131(21)

5772

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

August 18, 1960

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project U-131(21)

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5772 for Oregon Project U-131(21), Redwood Highway Junction Section, Pacific Highway (Roadside Improvement), to Ernest Ferrante and Company of Portland, Oregon, low bidder in the amount of $22,412.40 at the August 16, 1960 bid opening.

Porter

NOTED
[illegible]

RECEIVED
MAY 27 1960
FOR FILING
U-131 (21)

#5772

p

May 27, 1960

Oregon State Highway Commission

Gentlemen:

The Redwood Highway Junction contract in Grants Pass will soon be completed and it is desirable that the interchange area be landscaped with a vine ground cover, plus a few trees. It is also desirable that lawn be planted in a few limited areas and that a sprinkler system be installed to provide proper irrigation. It is estimated that the work will cost $32,[illegible] and will be eligible as a Federal-aid urban project.

This item will be on the agenda at the June 2-3 meeting and it is recommended that it have your favorable consideration.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

cc Mr. P. M. Stephenson
Mr. C. H. Mairon
Mr. Mark Astrup
Mr. R. L. Porter

RLP:sw fn

RECEIVED

FOR FILING

U-131 (21)

Mr. W. C. Williams, State Highway Engineer July 25, 1960
Salem, Oregon

#5172

4-134/21) C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project U-131(21)

We have today approved the P. S. and E. documents for Oregon Project U-131(21), Redwood Highway Junction Section of the Pacific Highway, Roadside Improvement.

This is to authorize your advertising for bids.

Porter

NOTED
FORREST COOPER

23-8321 Antelope Reservoir Road- 1960
#5773 Crooked Creek Sec. of I.O.N.
Hwy.

RECEIVED
OCT 16 1961
FOR FILING

NOTED
W. C. WILLIAMS

October 3, 1961

FINAL COST ANALYSIS

Antelope Reservoir-Crooked Creek
Contract No. 5773

Contractor: C.C. Meisel
Hired Contractor: "Jed" Wilson & Son
Resident Engineer: L.C. Johnson

I.O.N. Highway
Malheur County

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1/2"-1/4" Mat'l in Stockpile	4,636.29	Cu.Yd.	2.85	2.33	10,806.08	13,270.43
1/4"-10 Mat'l in Stockpile	5,481.50	Cu.Yd.	2.90	2.33	12,776.06	15,896.35
Excess Material	347.17	Cu.Yd.	1.50	2.33	809.17	520.76
Haul Adjustment	1,212.27	Yd.Mi.	0.12			145.47
					$24,391.31	$29,833.01

"Jed" Wilson & Son - Hired	Gross Revenue	$ 29,833.01
	Total Cost	24,391.31
	Net Profit	$5,441.70

Net Profit equals 18.24% of Gross Revenue

DETAIL OF COSTS - Contract No. 5773

Labor:		
Labor (All)	$ 7,396.97	
Tax, Welfare, Pension	1,181.59	$ 8,578.56
Equipment Rental and Miscellaneous Expense:		
Equipment Rental, Owned	7,977.20	
Equipment Rental, Hired	5,140.70	
Gas and Oil	1,311.48	
Bond	57.54	
P.L. and P.D. Insurance	85.90	
P.U.C.	51.57	
Move In and Set Up (Equipment Only)	457.50	
Home Office and General Overhead	487.24	
Small Tools and Miscellaneous Supplies	243.62	15,812.75
TOTAL COST		$ 24,391.31

CRUSHING SUMMARY - Contract No. 5773

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	10,464.96	Cu. Yd/	1,193.93	0.1141
Feed Crusher	10,464.96	Cu. Yd.	6,417.90	0.6133
Crushing	10,464.96	Cu. Yd.	11,638.78	1.1122
Stockpiling	10,464.96	Cu. Yd.	5,140.70	0.4912
CRUSHING TOTAL			24,391.31	2.3308

Remarks - Contract No. 5773

This was a "State Project" for the furnishing of crushed materials in stockpile for maintenance operations on the I.O.N. Highway in Malheur County.

The northeasterly end of the project was approximately 12.3 miles southerly of Jordan Valley. The southerly end of the project was approximately 6.08 miles southerly of the junction of the I.O.N. Highway with the Crane-Scotts Butte Highway.

Bids were received August 16, 1960 and awarded August 18, 1960. The contractor began moving his crushing plant into the designated gravel deposit December 21, 1960, started production of materials January 9, 1961, completed the project February 15, 1961 and had the plant and equipment moved out February 21, 1961. The Commission formally accepted the project March 10, 1961.

The contractor had good production and the operation proceeded smoothly enabling him to enjoy a very good profit of 18.24% on the gross revenue.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

RECEIVED
MAY 22 1961

FOR FILING

[illegible]

5773

May 22, 1961

Standard Accident Insurance Co.,
Detroit 32
Michigan

Gentlemen:

State Highway contract #5773 for the Antelope Reservoir Road-Crooked Creek Section of the I.O.N. Secondary Highway in Malheur County was completed by the contractor, C. C. Meisel Co., on February 15, 1961, and was formally accepted by the Highway Commission on March 10, 1961.

Final payment in the amount of $894.99 will be released to the contractor on or after June 1, 1961. The total contract amount is $29 833.01, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Standard Accident Insurance Co.,
Portland Branch Office
620 Oregon Bank Bldg.,
Portland 4, Oregon

cc: C. C. Meisel Co.,
P. O. Box 206
McMinnville
Oregon

23-8321

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 24, 19 61

Section Antelope Reservoir Road-Crooked Creek

Kind of work Rock Production

Highway I.O.N. County Malheur

Section prefix 23-8321

Contractor C. C. Meisel

Contract number 5773

Date of contract August 18, 19 60

Specified work days 70

Date work started January 9, 19 61

Work days used 64

Project authorization $ 32,364.28

Exclusive of engineering $ 30,062.82

Per cent of time elapsed 91 %

Estimated cost of completed project, exclusive of engineering $ 30,062.92

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 2,301.46

Engineering cost to date $ 2,301.46, 100 %

Date project was completed February 15, 19 61

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Price agreement on purchase of excess 1/2"-1/4" material received on Thursday of this week. Semi-final estimate being completed at this time.

DIVISION
RECEIVED
NOTED-- CE ACE ACE DOE

Signed L. C. Johnson

Address 252 South Date Ave., Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			39.05		
Miles partially completed					
Miles completed			39.05		
Total estimated quantities (contract)			10,000		
Total quantities corrected to date			10,137		
Estimated quantities moved or placed to date			10,137		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
SEP - [illegible] 1960
FOR FILING

23-8321
5773

FORM 2-128

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 7, 1960

C. C. Meisel Co.
P.O. Box 206
McMinnville, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract No. 5773, awarded August 18, 1960, for rock production on the Antelope Reservoir Rd.- Crooked Creek Section of the I.O.N. Hwy. in Malheur County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.
rm

24-3461 State Hwy. Bldg.-Air 1960
#5774 Condition System, Salem

RECEIVED
APR 10 1961
FOR FILING

24-3461
5774

April 10, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5774 for installation of air conditioning system in the State Highway Office Building in Salem, Marion County, was completed by the contractor, Bowen Bros. Plumbing & Heating, Inc., on February 14, 1961, and was formally accepted by the Highway Commission on March 10, 1961.

Final payment in the amount of $1,979.78 will be released to the contractor on or after April 20, 1961. The total contract amount is $18,855.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Bowen Bros. Plumbing & Heating, Inc.,
860 High Street NE
Salem
Oregon

RECEIVED
FEB 17 1961
FOR FILING

24-3461

5774

Book T
[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

Bowen Brothers Plumbing & Heating, Inc., completed work on the State Office Building Air Conditioning System, Contract #5774 (State Project), on February 14, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: Floyd Query ✓

NOTED ON CARD
tc

RECEIVED
[illegible] 1960
FORM E-80 50M 7-60 29395
FOR FILING
24-2461
5774

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 13, 1960

SUBJECT: Highway Office Building Air Conditioning
Contract No. 5774

To:

Mr. D. B. Parkes

Mr. R. L. Porter

Mr. Floyd Query ✓

Bowen Brothers Plumbing & Heating, Inc. commenced work on the Highway Office Building Air Conditioning Contract No. 5774 on December 12, 1960.

Ivan D. Merchant
Bridge Engineer

WDJ/mm

NOTED
FLOYD QUERY

RECEIVED
OCT 3 - 1960
FOR FILING

24-2461

5774

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 30, 1960

Bowen Bros. Plumbing & Heating, Inc.,
860 High Street NE
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5774, awarded August 18, 1960, for the air conditioning system installation in the State Highway Office Building (Salem), Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
1960
FOR FILING
24-2461
5774
To:

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1960

SUBJECT: Cost Estimate Air-Conditioning
State Highway Building

Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Per your request of this date, I have studied the air-conditioning requirements for Rooms No. 129 through 134 at the north end of the first floor and estimate that the work could be done in conjunction with similar work in the administration offices for an additional $4,500. Cost would be $500 to $800 more if this work were done separately.

The installation air-conditioning in these rooms plus in the administration offices and the IBM accounting rooms would increase the connected load on the existing water chiller to 100% of its capacity.

D S Berger
D. S. Berger

DSB/mm

cc: Mr. Ivan D. Merchant
Mr. D. S. Berger

3/24/60
This $4,500 adds to the $6000 for administrative offices for a total of $10,500
GSP

Oregon State Highway Commission

Gentlemen:

When the plans for air conditioning in the Conference Room in the Highway Building in Salem were drawn, provision was made for additional capacity to air condition the administrative offices. The cost estimate of extending the ducts, controls, and other necessary appurtenances into the administrative area is $6,000.

It is respectfully requested that you approve this work. This matter will be on the agenda for your consideration at the March 10-11 meeting.

Vty,

WCW

FC:fn

cc Mr. C. H. Maison

FORM E-30 50M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1959

SUBJECT: Air Conditioning of Administration Offices and IBM Accounting Rooms

To:

Mr. Ivan D. Merchant
Bridge Engineer
OFFICE

Mr. Paxson has informed me that the proposed air conditioning of the Traffic Engineer Division's file room covered in my letter of December 7 will not be done and has requested that I prepare an estimate of the combined cost for air conditioning both the Highway Administration offices (Rooms 135, 136, 137, 138, and 139) and the IBM Accounting rooms (Rooms 427, 428, and 429) on a single contract.

On the above-mentioned basis, it is estimated that the combined work could be done for approximately $11,500, at a saving of approximately $1,500 over the estimated cost for doing each job individually.

Connection of these two systems will load the new water chiller to about 88% of rated capacity, leaving a reserve of five tons (60,000 btuh) of cooling available for a small future installation.

D. S. Berger

D. S. Berger

DSB/mm

cc: Mr. D. S. Berger

RECEIVED
DEC 1[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-6(17) Meacham-Oro Dell Sec., Old 1960
247 Oregon Trail Hwy. (Delineation
#5775 & Signing

RECEIVED
FEB 5 - 1965
FOR FILING

[illegible]

[illegible]

I attach [illegible] [illegible]'s summary in regard of [illegible] [illegible] sign failures. I have [illegible] [illegible] of the Lab to take the following steps:

1. To determine by use of the [illegible] [illegible] [illegible] [illegible] to be satisfactory, what the normal color reading should be.

2. To establish by a further test or tests what the minimum reading should be [illegible] [illegible] [illegible]. This would be [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible].

3. To determine [illegible] [illegible] on the signs which [illegible] reveals as unsatisfactory.

4. To determine where they fall in the [illegible] scale established under Points 1 and 2 above.

5. To give us the data [illegible] will then be turned over to the Legal Division for such action as is necessary.

6. A separate category of failures will include the [illegible] [illegible] which are [illegible]. [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]. [illegible] [illegible] establish and submit for my approval a basis for [illegible] failure of [illegible] [illegible]. This will require [illegible] with the [illegible] of [illegible] as to how a sign [illegible] [illegible] fails to deliver the sign message which it was designed to impart.

Attachment

[illegible]
Assistant State Highway Engineer

[illegible]

cc: [illegible]
[illegible] [illegible]
[illegible] (Chr.)
[illegible]
[illegible]

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

FORM E-30 50M 5-62 43808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1965

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

Herewith report on defective porcelain enamel signs completed the latter part of December 1964. This represents the second report made on defective enamel signs in 1964. I am conducting this inspection every six months.

I am submitting all copies of this report to you since no action has been taken on previous reports to enforce the warranties. Perhaps a review of our position should be taken prior to transmitting of this report to those concerned.

Please advise if any change is requested in this procedure.

Robert R Bothman

R. N. Bothman
Sign Engineer

RNB:nk
attachment

cc: E. S. Hunter

FORM E-90 25M 9-61 82019

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 20, 1965

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. George Rohde
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:

SECTION Meacham - Oro Dell
HIGHWAY Old Oregon Trail I-80-N and US30
CONTRACT NO. 5775 GUARANTEE NO. 111
CONTRACTOR Snook Brothers Construction Co.

MANUFACTURER Bradley Porcelain Products Co.
500 Taylor
Missoula, Montana

DATE MANUFACTURED Dec. 1960

SIGN NO.	TED DWG. NO.	STATION	MESSAGE		FAILURE REPORTED
3	S 118	131+70	MT. EMILY RD		April 1963
5	S 118	184+00	LA GRANDE 17	BAKER 60	September 1962
D-1-60	S 118	137+70	EXIT		October 1964
5	S 119	465+00	La GRANDE 12	BAKER 56	September 1962
3	S 120	582+00	PENDLETON 42	PORTLAND 51	September 1962
4	S 120	609+00	STARKEY		September 1962
6	S 120	670+00	LA GRANDE 8	BAKER 51	September 1962
1	S 121	749+00	PERRY EXIT 1 MILE		September 1962
3	S 121	802+50	PERRY		September 1962
D-1-60	S 121	808+00	EXIT		October 1964
3	S 122	900+00	LA GRANDE 4	BAKER 47	September 1962

Fading and discoloration are the cause of all reported failures.

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer Div. V

RECEIVED
JAN 30 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
[illegible]
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 13, 1964

Treasure State Metal Products
Bradley Porcelain Products
500 Taylor Street
Missoula, Montana

Re: Replacement of Defective
Porcelain Enamel Signs

Gentlemen:

We are advised that eleven porcelain enamel signs of your manufacture, located on the Meacham-Oro Dell Section of the Old Oregon Trail Highway, Interstate 80 North, have proven defective as shown by excessive discoloration and fading, contrary to the provisions of your guarantee. The particular signs and locations are identified on the schedule attached to this letter.

This letter constitutes a formal demand that you replace each of the defective signs designated on the attached schedule, without expense to the State of Oregon, pursuant to your guarantee.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

AHJ:jm
Attach.
cc: Tom Edwards
F. B. Crandall
E. S. Hunter
R. N. Bothman
F. D. Morgan
A. F. Parson
L. I. Lindas
Snook Brothers Construction

RECEIVED
JAN 1 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Section: Meacham-Oro Dell Section
Highway: Old Oregon Trail Highway - Interstate 80 North

Contractor: Snook Bros. Construction Co.
Contract No: 5775

Date Manufactured: December 1960

MESSAGE		STATION
*Mt. Emily Rd.		86
*Mt. Emily Rd.		131+70
*La Grande 17	Baker 60	184+00
*La Grande 12	Baker 55	465+00
*Pendleton 42	Portland 251	582+00
*Starkey		609+00
*La Grande 8	Baker 51	670+00
*Perry Exit 1 Mile		749+00
*Perry		802+50
*Perry		869+30
*La Grande 4	Baker 47	900+00

*Previously reported to you in our letters dated November 2, 1962, and October 3, 1963

RECEIVED
DEC 2 - 1963
FORM E-30
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1963

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. Leonard I. Lindas
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:

SECTION Meacham - Oro Dell

HIGHWAY Old Oregon Trail I-80-N & US30

CONTRACT NO. 5775 GUARANTEE NO. 111

CONTRACTOR Snook Bros. Construction Co.

MANUFACTURER Bradley Porcelain Products
500 Taylor
Missoula, Montana

DATE MANUFACTURED Dec. 1960

SIGN NO.	TED DWG. NO.	STATION	MESSAGE	FAILURE

SEE ATTACHED SHEET

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer

NOTED
TOM EDWARDS

RECEIVED
NOV 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

November 18, 1963

Defective Porcelain Enamel Signs on Contract 5775

SIGN NO.	TED DWG.NO.	STATION	MESSAGE	FAILURE
3	S 118	131+70	MT. EMILY RD.	Discoloration
5	S 118	184+00	LA GRANDE 17 BAKER 60	Discoloration
5	S 119	465+00	LAGRANDE 12 BAKER 56	Discoloration
3	S 120	582+00	PENDLETON 42 PORTLAND 51	Discoloration
4	S 120	609+00	STARKEY	Discoloration
6	S 120	670+00	LA GRANDE 8 BAKER 51	Discoloration
1	S 121	749+00	PERRY EXIT 1 MILE	Discoloration & Fading
3	S 121	802+50	PERRY	Discoloration & Fading
3	S 122	900+00	LA GRANDE 4 BAKER 47	Discoloration & Fading

All failures previously reported May 3, 1963

RECEIVED
OCT 8 1963
FOR FILING

COMMISSIONERS
[illegible] JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

1175

October 3, 1963

Treasure State Metal Products
Bradley Porcelain Products
500 Taylor Street
Missoula, Montana

Re: Replacement of Defective
Porcelain Enamel Signs

Gentlemen:

We are advised that eleven porcelain enamel signs of your manufacture, located on the Old Oregon Trail Highway, Interstate 80N, have proven defective as shown by excessive or abnormal fading or discoloration from normal atmospheric conditions, contrary to the provisions of your guarantee. The particular signs and locations are identified on the schedule attached to this letter.

This letter constitutes a formal demand that you replace each of the defective signs designated on the attached schedule, without expense to the State of Oregon, pursuant to your guarantee.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks
attach.

cc: Tom Edwards
F. B. Crandall
E. S. Hunter
R. E. Bothman
F. D. Morgan
A. F. Parson
L. I. Lindas
Snook Brothers Construction
P. O. Box 687, Corvallis

NOTED
TOM EDWARDS

Highway: Meacham-Oro Dell Section
Old Oregon Trail Highway I-80-N & US 30

Contractor: Snock Brothers Construction Co.

Contract No: 5775

Date Manufactured: May 1961

MESSAGE	SECTION
MT. EMILY RD. EXIT 1 MILE	86
MT. EMILY RD.	131+70
* LA GRANDE 17 BAKER 60	184
* LA GRANDE 12 BAKER 55	465
* PENDLETON 42 PORTLAND 251	582
* STARKEY	609
* LA GRANDE 8 BAKER 51	670
* PERRY EXIT 1 MILE	749
* PERRY	802+50
* PERRY	869+30
* LA GRANDE 4 BAKER 47	900

*Previously reported to you in our letter dated November 2, 1962

RECEIVED
FORM E-123
1962

FOR FILE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
~~FLOYD QUERY, SECRETARY~~
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5775

November 2, 1962

Bradley Porcelain Products
500 Taylor Street
Missoula, Montana

Re: Replacement of Defective Porcelain Enamel Signs

Gentlemen:

We are advised that thirteen porcelain enamel signs of your manufacture, located on the Meacham-Oro Dell Section of Interstate Highway 80N, have proven defective, as shown by atmospheric deterioration, contrary to the provisions of your guarantee. These signs are identified by text and mile post location on the schedule attached to this letter. All of these signs were installed by Snook Brothers Construction Co. in May of 1961, under our Contract No. 5775.

This letter constitutes a formal demand that you replace each of the defective signs designated on the attached schedule, without expense to the State of Oregon, pursuant to your guarantee.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks
attach.
cc: Mr. Tom Edwards
Mr. F. B. Crandall
Mr. L. I. Lindas
Mr. John Phillips
Mr. F. D. Morgan
Mr. L. C. Smitton
Mr. J. B. Bangert

NOTED
TOM EDWARDS

NOV 1962

RECEIVED
OCT 24 1962

FOR FILING

2175

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1962

SUBJECT: Claims for Defective Porcelain Enamel Sign Replacement

To:

L. I. Lindas
Chief Counsel

Attention: Alan H. Johnson
Staff Attorney

Attached are claim letters on 20 contract installed porcelain enamel signs that have proven to be defective:

> Thirteen of these signs are located on the Meacham-Oro Dell Section of Highway Interstate 80N and were manufactured by Bradley Porcelain Products, 500 Taylor Street, Missoula, Montana.
>
> The other seven are located on the Olds Ferry-Ontario Section of the same highway and were manufactured by the California Metal Enameling Company, 6904 East Slauson Avenue, Los Angeles.

Mr. F. B. Crandall, Traffic Engineer, has advised us that the California Metal Enameling Company has already replaced some of the defective signs of their manufacture at various locations and are presently replacing signs on the North Albany-Lane County Line Section of Interstate 5 and the Davis Slough-Bullards Bridge Section of the Oregon Coast Highway. As we agreed in our discussion last Friday, it would be a good idea to find out what their intentions are with regard to the replacements necessary on Interstate 80N before making a formal demand.

We have no information on the present status of Bradley Porcelain Products.

If we can assist you in obtaining additional data of any kind, please advise.

ORIGINAL SIGNED BY JOHN A. PHILLIPS

John A. Phillips
Assistant Maintenance Engineer

NOTED
TOM EDWARDS

JAP:ll
Encls.

cc: Tom Edwards ✓
F. B. Crandall
F. D. Morgan
A. F. Parson
O. G. McComb
L. C. Smitton
J. B. Dangert

RECEIVED
OCT 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-50 25M 9-61 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1962

SUBJECT: Defective Procelain Enamel
Sign Replacement

To:

Mr. Leonard I. Lindas
Chief Counsel

We have been advised that the following described sign has proved to be defective:

Location:

Highway: Interstate 80N (Old Oregon Trail No. 6)

Section: Meacham-Oro Dell, Kamela Interchange, Sign No. 5, Type "A"

M.P. 243.64 Station: 184+00 Installation Date: May, 1961

Type of Failure: Atmospheric Deterioration

Text of Sign: 6'0" x 15'0" "La Grande 17 Baker 60"

Hwy. Dept. Contract No. 5775

Manufacturer's Contract No. ______

Guarantee No. III

TED Dwg. No. S-118

Name and Address of Manufacturer:
Bradley Porcelain Products
500 Taylor
Missoula, Montana

Installed by: Snook Brothers Construction Co.

We recommend that a demand be made on the manufacturer to replace this sign in accordance with the terms of the guarantee.

John A. Phillips

John A. Phillips
Assistant Maintenance Engineer

JAP:jre

cc: Tom Edwards ✓
F. B. Crandall
F. D. Morgan
Division Engineer - A. F. Parson
District Maintenance Superintendents - L. C. Smitten

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1962

SUBJECT: Defective Procelain Enamel
Sign Replacement

To:

Mr. Leonard L. Lindas
Chief Counsel

We have been advised that the following described sign has proved to be defective:

Location:

Highway: Interstate 80N (Old Oregon Trail No. 6)

Section: Meacham-Oro Dell, Glover Interchange, Sign No. 4, Type "A"

M.P. 248.31 Station: 431+90 Installation Date: May, 1961

Type of Failure: Atmospheric Deterioration

Text of Sign: 8'6" x 19'0" - "Kamela Spring Creek Road ↗"

Hwy. Dept. Contract No. 5775 Manufacturer's Contract No. ______

Guarantee No. III TED Dwg. No. S-119

Name and Address of Manufacturer: Bradley Procelain Products
500 Taylor
Missoula, Montana

Installed by: Snook Brothers Construction Co.

We recommend that a demand be made on the manufacturer to replace this sign in accordance with the terms of the guarantee.

John A Phillips
John A. Phillips
Assistant Maintenance Engineer

JAP:jre

cc: Tom Edwards ✓
F. B. Crandall
F. D. Morgan
Division Engineer - A. F. Parson
District Maintenance Superintendents - L. C. Smitton

FORM E-30 25M 9-51 36016

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1962

SUBJECT: Defective Procelain Enamel Sign Replacement

To:

Mr. Leonard I. Lindas
Chief Counsel

We have been advised that the following described sign has proved to be defective:

Location:

Highway: Interstate 80N (Old Oregon Trail No. 6)

Section: Meacham-Oro Dell, Glover Interchange, Sign No. 5, Type "A"

M.P. 248.93 Station: ________ Installation Date: May, 1961

Type of Failure: Atmospheric Deterioration

Text of Sign: 6'0" x 15'0" "La Grande 12 Baker 55"

Hwy. Dept. Contract No. 5775 Manufacturer's Contract No. ________

Guarantee No. III TED Dwg. No. S-119

Name and Address of Manufacturer:
Bradley Procelain Products
500 Taylor
Missoula, Montana

Installed by: Snook Brothers Construction Co.

We recommend that a demand be made on the manufacturer to replace this sign in accordance with the terms of the guarantee.

John A. Phillips
John A. Phillips
Assistant Maintenance Engineer

JAP:jre

cc: Tom Edwards ✓
F. B. Crandall
F. D. Morgan
Division Engineer - A. F. Parson
District Maintenance Superintendents - L. C. Smitton

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1962

SUBJECT: Defective Procelain Enamel
Sign Replacement

To:

Mr. Leonard I. Lindas
Chief Counsel

We have been advised that the following described sign has proved to be defective:

Location:

Highway: Interstate 80N (Old Oregon Trail No. 6)

Section: Meacham-Oro Dell, Glover Interchange, Sign No. 6, Type "A"

M.P 249.14 Station: 476+00 Installation Date: May, 1961

Type of Failure: Atmospheric Deterioration

Text of Sign: 8'6" x 19'0" - "Kamela Spring Creek Road
EXIT 3/4 MILE"

Hwy. Dept. Contract No. 5775

Manufacturer's Contract No. ______

Guarantee No. III

TED Dwg. No. S-119

Name and Address of Manufacturer:
Bradley Precelain Products
500 Tayler
Missoula, Montana

Installed by: Snook Brothers Construction Co.

We recommend that a demand be made on the manufacturer to replace this sign in accordance with the terms of the guarantee.

John A. Phillips

John A. Phillips
Assistant Maintenance Engineer

JAP:jre

cc: Tom Edwards
F. B. Crandall
F. D. Morgan
Division Engineer - A. F. Parson
District Maintenance Superintendents - L. C. Smitton

FORM E-30 3M 9-61 82918

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1962

SUBJECT: Defective Procelain Enamel
Sign Replacement

To:

Mr. Leonard I. Lindas
Chief Counsel

We have been advised that the following described sign has proved to be defective:

Location:

Highway: **Interstate 80N (Old Oregon Trail No. 6)**

Section: **Meacham-Oro Dell, Hilgard Interchange, Sign No. 3, Type "A"**

M.P. 251.17 Station: 582+00 Installation Date: **May, 1961**

Type of Failure: **Atmospheric Deterioration**

Text of Sign: **6'0" x 15'0" "Pendleton 42 Portland 251"**

Hwy. Dept. Contract No. 5775 Manufacturer's Contract No. ______

Guarantee No. III **TED Dwg. No. S-120**

Name and Address of Manufacturer: **Bradley Procelain Products**
500 Taylor
Missoula, Montana

Installed by: Snook Brothers Construction Co.

We recommend that a demand be made on the manufacturer to replace this sign in accordance with the terms of the guarantee.

John A Phillips
John A. Phillips
Assistant Maintenance Engineer

JAP:jre

cc: Tom Edwards
F. B. Crandall
F. D. Morgan
Division Engineer - **A. F. Parson**
District Maintenance Superintendents - **J. B. Bangert**

FORM E-90 25M 9-61 58819

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1962

SUBJECT: Defective Procelain Enamel
Sign Replacement

To:

Mr. Leonard I. Lindas
Chief Counsel

We have been advised that the following described sign has proved to be defective:

Location:

Highway: Interstate 80N (Old Oregon Trail No. 6)

Section: Meacham-Oro Dell, Hilgard Interchange, Sign No. 4, Type "A"

M.P. 251.67 Station: 609+00 Installation Date: May, 1961

Type of Failure: Atmospheric Deterioration

Text of Sign: 6'0" x 11'0" "Starkey ↗ "

Hwy. Dept. Contract No. 5775

Manufacturer's Contract No. ____

Guarantee No. III

TED Dwg. No. S-120

Name and Address of Manufacturer: Bradley Procelain Products
500 Taylor
Missoula, Montana

Installed by: Snook Brothers Construction Co.

We recommend that a demand be made on the manufacturer to replace this sign in accordance with the terms of the guarantee.

John A. Phillips

John A. Phillips
Assistant Maintenance Engineer

JAP:jre

cc: Tom Edwards ✓
F. B. Crandall
F. D. Morgan
Division Engineer - A. F. Parson
District Maintenance Superintendents - J. B. Bangert

FORM E-90 20M 9-61 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1962

SUBJECT: Defective Procelain Enamel Sign Replacement

To:

Mr. Leonard I. Lindas
Chief Counsel

We have been advised that the following described sign has proved to be defective:

Location:

Highway: Interstate 80N (Old Oregon Trail No. 6)

Section: Meacham-Oro Dell, Hilgard Interchange, Sign No. 6, Type "A"

M.P. 252.84 Station: 670+00 Installation Date: May, 1961

Type of Failure: Atmospheric Deterioration

Text of Sign: 6'0" x 14'6" "La Grande 8 Baker 51"

Hwy. Dept. Contract No. 5775

Manufacturer's Contract No.

Guarantee No. III

TED Dwg. No. 8-120

Name and Address of Manufacturer:
Bradley Procelain Products
500 Taylor
Missoula, Montana

Installed by: Snook Brothers Construction Co.

We recommend that a demand be made on the manufacturer to replace this sign in accordance with the terms of the guarantee.

John A Phillips

John A. Phillips
Assistant Maintenance Engineer

JAP:jre

cc: Tom Edwards
F. B. Crandall
F. D. Morgan
Division Engineer - A. F. Parson
District Maintenance Superintendents - J. B. Bangert

FORM E-30 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1962

SUBJECT: Defective Procelain Enamel
Sign Replacement

To:

Mr. Leonard I. Lindas
Chief Counsel

We have been advised that the following described sign has proved to be defective:

Location:

Highway: Interstate 80N (Old Oregon Trail No. 6)

Section: Meacham-Oro Dell, Hilgard Interchange, Sign No. 9, Type "A"

M.P. 251.97 Station: N interchange Installation Date: May, 1961

Type of Failure: Atmospheric Deterioration

Text of Sign: 4'6" x 8'6" - "La Grande ↑ "
" ↖ Hilgard Pendleton"

Hwy. Dept. Contract No. 5775 Manufacturer's Contract No. __________

Guarantee No. III TED Dwg. No. S-120

Name and Address of Manufacturer: Bradley Porcelain Products
500 Taylor
Missoula, Montana

Installed by: Snook Brothers Construction Co.

We recommend that a demand be made on the manufacturer to replace this sign in accordance with the terms of the guarantee.

John A. Phillips

John A. Phillips
Assistant Maintenance Engineer

JAP:jre

cc: Tom Edwards
F. B. Crandall
F. D. Morgan
Division Engineer - A. F. Parson
District Maintenance Superintendents - J. B. Bangert

FORM E-30 25M 9-61 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1962

SUBJECT: Defective Procelain Enamel
Sign Replacement

To:

Mr. Leonard I. Lindas
Chief Counsel

We have been advised that the following described sign has proved to be defective:

Location:

Highway: Interstate 80N (Old Oregon Trail No. 6)

Section: Meacham-Oro Dell, Upper Perry Interchange, Sign No. 1, Type "A"

M.P. 254.33 Station: 749+00 Installation Date: May, 1961

Type of Failure: Atmospheric Deterioration

Text of Sign: 6'0" x 9'0" - "Perry EXIT 1 MILE"

Hwy. Dept. Contract No. 5775 Manufacturer's Contract No. ____

Guarantee No. III TED Dwg. No. S-121

Name and Address of Manufacturer: Bradley Porcelain Products
500 Taylor
Missoula, Montana

Installed by: Snook Brothers Construction Co.

We recommend that a demand be made on the manufacturer to replace this sign in accordance with the terms of the guarantee.

John A Phillips
John A. Phillips
Assistant Maintenance Engineer

JAP:jre

cc: Tom Edwards ✓
F. B. Crandall
F. D. Morgan
Division Engineer - A. F. Parson
District Maintenance Superintendents - J. B. Bangert

FORM E-30 25M 9-61 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1962

SUBJECT: Defective Procelain Enamel
Sign Replacement

To:

Mr. Leonard I. Lindas
Chief Counsel

We have been advised that the following described sign has proved to be defective:

Location:

Highway: Interstate 80N (Old Oregon Trail No. 6)

Section: Meacham-Oro Dell, Lower Perry Interchange, Sign No. 2, Type "A"

M.P. 257.10 Station: 895+00 Installation Date: May, 1961

Type of Failure: Atmospheric Deterioration

Text of Sign: 6'0" x 11'6" "Perry EXIT 1/2 MILE"

Hwy. Dept. Contract No. 5775 Manufacturer's Contract No. __________

Guarantee No. III TED Dwg. No. S-122

Name and Address of Manufacturer: Bradley Porcelain Products
500 Tayler
Missoula, Montana

Installed by: Snook Brothers Construction Co.

We recommend that a demand be made on the manufacturer to replace this sign in accordance with the terms of the guarantee.

John A. Phillips

John A. Phillips
Assistant Maintenance Engineer

JAP:jre

cc: Tom Edwards
F. B. Crandall
F. D. Morgan
Division Engineer - A. F. Parson
District Maintenance Superintendents - J. B. Bangert

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1962

SUBJECT: Defective Procelain Enamel
Sign Replacement

To:

Mr. Leonard I. Lindas
Chief Counsel

We have been advised that the following described sign has proved to be defective:

Location:

Highway: Interstate 80N (Old Oregon Trail No. 6)

Section: Meacham-Oro Dell, Upper Perry Interchange, Sign No. 3, Type "A"

M.P. 255.35 Station: 802+50 Installation Date: May, 1961

Type of Failure: Atmospheric Deterioration

Text of Sign: 6'0" x 8'6" "Perry" ↗

Hwy. Dept. Contract No. 5775 Manufacturer's Contract No. ______

Guarantee No. III TED Dwg No. 3

Name and Address of Manufacturer: Bradley Porcelain Products
500 Taylor
Missoula, Montana

Installed by: Snook Brothers Construction Co.

We recommend that a demand be made on the manufacturer to replace this sign in accordance with the terms of the guarantee.

John A Phillips
John A. Phillips
Assistant Maintenance Engineer

JAP:jre

cc: Tom Edwards ✓
F. B. Crandall
F. D. Morgan
Division Engineer - A. F. Parson
District Maintenance Superintendents - J. B. Bangert

FORM E-80 25M 6-61 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1962

SUBJECT: Defective Procelain Enamel
Sign Replacement

To:

Mr. Leonard I. Lindas
Chief Counsel

We have been advised that the following described sign has proved to be defective:

Location:

Highway: Interstate 80N (Old Oregon Trail No. 6)

Section: Meacham-Oro Dell, Lower Perry Interchange, Sign No. 1, Type "A"

M.P 256.62 Station: 869+30 Installation Date: May, 1961

Type of Failure: Atmospheric Deterioration

Text of Sign: 6'0" x 8'6" "Perry ↗ "

Hwy. Dept. Contract No. 5775

Manufacturer's Contract No. ______

Guarantee No. III

TED Dwg. No. S-122

Name and Address of Manufacturer: Bradley Porcelain Products
500 Taylor
Missoula, Montana

Installed by: Snook Brothers Construction Co.

We recommend that a demand be made on the manufacturer to replace this sign in accordance with the terms of the guarantee.

John A Phillips

John A. Phillips
Assistant Maintenance Engineer

JAP:jre

cc: Tom Edwards ✓
F. B. Crandall
F. D. Morgan
Division Engineer - A. F. Parson
District Maintenance Superintendents - J. B. Bangert

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1962

SUBJECT: Defective Procelain Enamel
Sign Replacement

To:

Mr. Leonard I. Lindas
Chief Counsel

We have been advised that the following described sign has proved to be defective:

Location:

Highway: Interstate 80N (Old Oregon Trail No. 6)

Section: Meacham-Oro Dell, Lower Perry Interchange, Sign No. 3, Type "A"

M.P. 257.20 Station: 900+00 Installation Date: May, 1961

Type of Failure: Atmospheric Deterioration

Text of Sign: 6'0" x 14'6" - "La Grande 4 Baker 47"

Hwy. Dept. Contract No. 5775 Manufacturer's Contract No. ____

Guarantee No. III TED Dwg. No. S-122

Name and Address of Manufacturer:

Bradley Porcelain Products
500 Taylor,
Missoula, Montana

Installed by: Snook Brothers Construction Company

We recommend that a demand be made on the manufacturer to replace this sign in accordance with the terms of the guarantee.

John A Phillips

John A. Phillips
Assistant Maintenance Engineer

JAP:jre

cc: Tom Edwards ✓
F. B. Crandall
F. D. Morgan
Division Engineer - A. F. Parson
District Maintenance Superintendents - J. B. Bangert

RECEIVED
1962
FOR [illegible]

cc: Bridge Dept

Form [illegible]

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL REPORT

~~INITIAL AND FINAL CONSTRUCTION INSPECTION REPORT~~

I 80N-6(17)247

Region No. 8 5775	Report No. Final - 26	County Union	State Oregon 2
Date of inspection June 26, 1962	Inspection made by L. C. Jensen, Area Engineer		Project No. I-80N-6(9)254

In company with
Scott Coulter, Asst. Div. Engr. & Jack Hiatt, Res. Engr. & A. C. Harwood, Res. Engr.

Description of improvement
Grading, Paving, Structure & Delineation & Signing

Contractor name and address
See below

Award date See below	Contract amount See below	Time allowed See below	Time started See below	Work started See below
Quality of work " "	Progress of work " "	Time elapsed " " %	Work completed " " %	Est. compl. end of month " " %

Roadbed (Width 36 Feet Q. to Q. of shoulders)

Type	Type code no.	Net length (Miles)	Base-Surfacing Thickness Edge (inches)	Base-Surfacing Thickness Center (inches)	Base-Surfacing Width (Feet)
Asphaltic Concrete	6201	2.500	4 2	4 2	52.0 8.4
Delin. & Signing	Y002				

Structures over 20-foot span

Type	Type code no.	Net length (Miles)
Reinf. Conc.	X021	(0.048)

Remarks

PERRY-ORO DELL SECTION, OLD OREGON TRAIL HIGHWAY

Project Description

Project begins at station 812+75 in the NW ¼, Sec. 34, T. 2S., R. 37 E., W.M. at Perry and ends at station 964+30 in the S.E. ¼, Sec. 36., T. 2 S., R. 37 E., W. M. at Oro Dell.

	GRADING, PAVING & STRUCTURE	DELINEATION & SIGNING
Contractor	Durbin Bros., Eugene, Oregon	Snook Bros., Corvallis, Ore.
State Contract Number	5141	5775
Award Date	March 13, 1958	August 18, 1960
Contract Amount	$1,117,802.00	$4,814.75
Time Allowed	250 days	100 days
Time Started	March 23, 1958	September 22, 1960
Work Started	February 3, 1958	September 22, 1960
Quality of Work	Satisfactory	Satisfactory
Progress of Work	Satisfactory	Satisfactory
Time Elapsed	97%	100%
Work Completed	100%	100%
Date Work Completed	December 14, 1960	April 24, 1962

On February 7, 1961 the State certified for contract #5141, grading, paving, and structure, that all the materials used met pertinent specification requirements of the contract. All of the materials were properly covered by samples tested as submitted and accepted by the State Highway Testing Laboratory. The average strength of concrete cylinders complied with specifications. Laboratory

(more)

reports covering tests of materials used on the project are on file, by project number, in the State Laboratory at Salem. With reference to PPM 20-6.2 concerning record samples, since the project does not include any items selected by the Division Engineer of the Public Roads as requiring record samples, none have been taken and no certification is required. This contract was 99% completed on October 11, 1960.

On September 12, 1962 the State certified that on contract #5775, delineation and signing, all of the materials used on the project substantially met pertinent specificationrequirements of the contract. All of the materials, were properly covered by samples tested and accepted by the State Highway Testing Laboratory or associate laboratory. The results of the tests on record samples indicate that the materials and construction work substantially conform to plans and specifications and such results are reasonably representative of the materials incorporated in the work and of the construction work as shown by the results of job control sampling and testing.

Form PR-47 has been submitted previously for each contract.

Each contractor has signed a statement that all payrolls have been submitted.

On the date of inspection it was observed that there is full compliance with the provisions of IM 21-7-62 pertaining to encroachments on the right-of-way.

The final cost for Grading, Paving and Structure, contract No. 5141, is $1,168,883.94. This is an increase of 4.32%. P.A. No. 20, Claim Settlement represents approximately two thirds of the increase.

The final cost for signing and delineation, contract No. 5775, for projects I-80N-6(9)254, I-80N-6(17)247 and I-80N-6(20)237 is $39,206.66. The contract amount for this work was $39,950.70. Hence it is apparent the underrun is negligible.

Order for Extra Work No. 1, flagging $5,000, contract No. 5141, was issued by the State Construction Department and an identical numbered order, concrete collars for sign posts $713.00, contract No. 5775, was issued by the State Bridge Department. This situation arises by the work being under the supervision of two resident engineers from each of the Departments identified.

P.A. No. 3, $35,812.70 was recorded in detail, construction report No. 3 (pencil copy in the Division Office project file) and the same for P.A. No. 6, concrete seal, bent 3, $520.00 Construction Report No. 4 (pencil copy in the Division Office project file).

Other Price Agreements not enumerated previously are recorded below:

P.A. No. 5	Replace sewer pipe, $100.00
P.A. No. 6	Install 1" water pipe, $52.50
P.A. No. 7	Not presented
P.A. No. 8	Paint and reflectorize right posts, $228.00
P.A. No. 9	Shoring and cribbing below 3', $500.00
P.A. No. 10	Not presented
P.A. No. 11	Cement adjustment $6.00 per barrel, quantity not enumerated.
P.A. No. 12	Not presented
P.A. No. 14	Substitute metal rail (galvanized in lieu of untreated rail) No price change
P.A. No. 15	Two Portland cement slabs at scale site $1,350.00

(more)

P.A. No. 17 Change sight posts to the new standard $823.20
P.A. No. 18 Install metal cattle guard wings on frontage road $300.00
P.A. No. 19 Not presented
P.A. No. 20 Settle all claims on this project, lump sum $35,602.25.

When work started on this project there were three major structures each (4 lane) within the project limits for which the State quote--indicated on the plans, to be constructed by others during the time this contract is under way. It is expected but not guaranteed, that the ends of the structures will be completed by December 31, 1958, end quote. These structures were not completed until the fall of 1960. The State asked the Bureau of Public Roads to contribute for additional costs on (1) Interest on withholdings, (2) Additional labor costs in 1960 above that of 1959, (3) Additional moving costs. On two occasions, March 9, 1960 and June 28, 1961, the District and Area Engineers attended a conference with the State and on each occasion declined to participate in additional costs, subsequently, the State requested a Washington office review. A Washington office communication agreed in principal that the claim was eligible for Federal participation, upon the establishment and adequate support of the exact amount eligible for participation.

The project was completed in substantial conformity with approved plans and specifications, including authorized changes and extra work.

Recommended for acceptance
L. C. Jensen, Area Engineer

Accepted by Bureau of Public Roads

10-5-62
Date

A. W. Parsons
Division Engineer

RECEIVED
JUL 12 1962

FOR FILING
[illegible]

5775

July 12, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5775, awarded to Snook Brothers, for delineation-signing on the Meacham-Oro Dell Section of the Old Oregon Trail in Umatilla-Union Counties.

This contract was completed on April 24, 1962, and was accepted by the Highway Commission on May 25, 1962. Final payment in the amount of $4,110.66 will be released to the contractor on or after July 19, 1962. The total contract amount is $39,206.66, of which amount $685.40 represents force account items.

You were previously notified that a claim had been filed against this contract, which has since been paid in full.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Snook Brothers
P. O. Box 687
Corvallis
Oregon

RECEIVED
JUL 3 1962
FOR FILING
I-80N-6(17)747
5775

477 Cottage Street, N.E.
Salem, Oregon

June 29, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Projects I-80N-6(20)237
I-80N-6(17)747
I-80N-6(9)254
Meacham-Oro Dell, Delineation and Signing

A final inspection was made by Area Engineer L. C. Jensen in company with Resident Engineer Haywood of subject project on June 26, 1962. The project is acceptable.

original To Young
Copy To Morgan
7-3-62

RECEIVED
JUL 6 1962

FOR FILING

47

.CNM

5775

PMT CONN LAG 178 615-62 2:45 PM

MR PAXSON
COPY: MR MERCHANT - ATTENTION: GARDNER

REFER CONTRACT 5775 - DELINEATION AND SIGNING MEACHAM ROXX ORODELL - SNOOK BROS - CONTRACTOR.

MR JENSEN OF BPR CROSSED ME UP- HE WENT FROM ONTARIO DIRECT THROUGH BURNS TO SALEM.

THERE ARE 2 PANELS ON BOTTOM OF MT EMILY EXIT SIGN JUST WEST OF INTERCHANGE THAT HAVE A SLIGHT BEND IN THEM. NO ONE SEEMS TO HAVE SEEN THIS BEND DURING CONSTRUCTION. CONTRACTOR MAINAXTAINS THESE WERE BENT AFTER CONSTRUCTION AND THEREFORE DOES NOT WANT TO CHANGE THEM. JENSEN THINKS THEY WERE BENT DURING CONSTRUCTION AND THEREFORE WILL NOT APPROVE PAYMENT UNLESS FIXED.

THESE 2 PANELS HAVE 2 BEER BOTTLE DENTS AS WELL AS ONE BULLET HOLE IN THEM. I DON'T BELIEVE THE BENT PANELS ARE BAD, POSSIBLY NOT OVER 3/4" KINK FROM POST OUT. IT CANNOT BE SEEN EXCEPT BY SIGHTING DOWN LENGTHWISE OF SIGN AND I WOULD RECOMMEND WE ACCEPT AS IS. NEARLY ALL NEW SIGNS NOW HAVE BEER BOTTLE DENTS. I THINK WE ARE SPENDING TOO ~~MMMX~~ MUCH ON FANCY SIGNS THAT SOON GET SCARRED UP BY VANCDALS.

BUD GEORGE OF TRAFFIC IS TO MAKE FINAL INSPECTION ON TUES JUNE 19. MAYBE HE WILL COME UP WITH SOMETHING - WE ARE AFRAID TO TRY TO STRAIGHTEN PANELS AS WE MIGHT CRACK THE PORCELAIN ENAMEL.

A F PARSON
IF

03.:,.

7-6-62
Merchant reports that BPR has accepted and he is ready to final for [illegible]

RECEIVED
JUN 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
1962
FOR FILING

5775

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

D Cook

May 1, 1962

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Re: Meacham-Oro Dell Delineation & Signing
Contract no. 5775
FAP No.'s I-80N-6(20)237
I-80N-6(17)247
I-80N-6(9) 254

Dear Mr. Polk:

Snook Brothers completed work on the Meacham-Oro Dell Delineation & Signing project on the Old Oregon Trail Highway in Umatilla and Union Counties, Contract no. 5775, FAP Nos. I-80N-6(20)237, I-80N-6(17)247 and I-80N-6(9)254, on April 24, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

ORIGINAL SIGNED
IVAN D. MERCHANT

dl
cc: D. B. Parkes
Floyd Query
J. W. Nash

P.S. Mr. D. B. Parkes and Mr. Floyd Query —

Will you please secure authority from the Commission to pay the final estimate on this job.

IDM

NOTED ON CARD
dc

NOTED
FLOYD QUERY

RECEIVED
JAN 9 1962
FOR FILING

5775

D Cook

January 8, 1962

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Attention: W. T. Atkins

Gentlemen:

We have received information from Hunter's Garage, P. O. Box 248, LaGrande, that Snook Brothers have paid in full their account.

This appears to be in reference to a parts and labor claim in the amount of $113.70 in connection with Snook Brothers Contract No. 5775, for delineation and signing on Meacham-Ore Dell Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

cc: Ben P. Bates Insurance
320 S. 3rd Street
Corvallis, Oregon

Snook Brothers
P. O. Box 647
Corvallis, Oregon

M. K. McIver
G. L. Jackson
Forrest Cooper

NOTED ON CARD

RECEIVED
JAN 9 1962
FOR FILING

D Cook

January 8, 1962

Hunter's Garage
1605 Cherry Street
P. O. Box 248
LaGrande, Oregon

Gentlemen:

Thank you for your letter of January 5, 1962 informing us that Snook Brothers have paid in full their account with you.

Our records indicate that this was for parts and labor in the amount of $113.70, in connection with Snook Brothers' Contract No. 5775, for delineation and signing on the Meacham-Oro Dell Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

NOTED ON CARD
dc

La G[redacted] Garage

Autom Alignment
Wheel Balancing WELDING SERVICE Motor Tune Up
Radiator Service Major Repairs

GOODYEAR WOodland 3-5933 Box 248 2310 East Adams FIRESTONE
LA GRANDE, OREGON

January 5, 1961

Secretary of State Hi-Way Comm.,
Salem, Oregon

#5775

Dear sirs:-

This is to advise that my account with the Snook Bros. Const. Co., of Corvallis, Oregon has been paid in full.

Very truly yours,

L P Hunter
L. P. Hunter

Ccc, please handle
76

RECEIVED
JAN 8 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

RECEIVED
EC 15 1961
FOR FILING

5775

December 14, 1961

Hunter's Garage
P. O. Box 248
La Grande, Oregon

Attention: Mr. L. P. Hunter

Gentlemen:

This is to acknowledge receipt of your claim letter of December 11 informing us that Snook Brothers owe you $113.70 for parts and labor in connection with State Highway Contract No. 5775.

This appears to be in connection with our Contract No. 5775 with Snook Brothers for delineation and signing on the Meacham-Oro Dell Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

The United Pacific Insurance Company, through Ben P. Bates Insurance, 320 S. 3rd St., Corvallis, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

Contract payments are not withheld by us unless requested by the surety or by our own department.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Yours very truly,

Secretary
REGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
dc

RECEIVED
DEC 15 1961
FOR FILING

5775

December 14, 1961

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.

Attention: Mr. W. T. Atkins

Gentlemen:

A claim letter, dated December 11, 1961, has been received from Hunter's Garage, La Grande, advising that Snook Brothers owe them for labor and material in the amount of $113.70. This appears to be in connection with State Highway Contract #5775 with Snook Brothers for delineation and signing on the Meacham-Oro Dell Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

This claim letter has been forwarded to the Secretary of State for filing. Attached is a copy of it.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Ben P. Bates Insurance
320 S. 3rd St.
Corvallis, Oregon

NOTED ON CARD
KC

Snook Brothers
P. O. Box 687
Corvallis, Oregon

Commissioners
Mr. Forrest Cooper

CWH:fp

La G[redacted]rage

Automotive · nment
Wheel Balan · Motor Tune Up
Radiator Service · Major Repairs

GOODYEAR WOodland 3-5933 Box 248 2310 East Adams FIRESTONE
LA GRANDE, OREGON

HUNTER'S GARAGE, 1605 Cherry St., La Grande P.O.Box 248

December 11, 1961

Sec. Of State Hi-way Comm.,
Salem, Oregon

Dear sir;-

I am writing in regards to the Snook Bros. Const. Co., of Corvallis, Oregon. While they were here on construction job #5775 on Hi-way 30, they had work done at my Garage, welding, heating , repairing and material. Parts and labor the total amount of $113.70.

I have mailed statements and registered letter but so far have been unable to get a reply from them. One of the Snook Bros. that was in charge of the job here told me he would bring me a check while here but did not do so.

Can you give some light on this matter? The name of their bonding Co.? Will appreciate any help you can give me.

Respectfully,

L. P. Hunter

RECEIVED
DEC 12 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FORM E-123-X 50M 6-61
[illegible] 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5775

December 14, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Dear Sir:

Attached is a claim letter for filing, in the amount of $113.70, received from Hunter's Garage, La Grande, for parts and labor furnished to Snook Brothers on State Highway Contract No. 5775. Our records describe this contract as follows: Delineation and signing on the Meacham-Oro Dell Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

The United Pacific Insurance Company, through Ben P. Bates Insurance, 320 S. 3rd St., Corvallis, furnished the performance bond on this contract.

Please acknowledge receipt of the claim letter on the enclosed copy of this letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

File # 3899

FILED
DEC 15 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 15 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 15 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
DEC 15 1961
FOR FILING

5775

December 14, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Dear Sir:

Attached is a claim letter for filing,in the amount of $113.70, received from Hunter's Garage, La Grande, for parts and labor furnished to Snook Brothers on State Highway Contract No. 5775. Our records describe this contract as follows: Delineation and signing on the Meacham-Oro Dell Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

The United Pacific Insurance Company, through Ben P. Bates Insurance, 320 S. 3rd St., Corvallis, furnished the performance bond on this contract.

Please acknowledge receipt of the claim letter on the enclosed copy of this letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

NOTED ON CARD

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
DEC 8 - 1960

FOR FILING
1-80N-6(17) 244
[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 7, 1960

Snook Brothers
P. O. Box 687
Corvallis, Oregon

RE: Meacham Ore-Dell
Signing & Illumination
Job No. 8769

Dear Sir:

Reports from our Resident Engineer, Mr. Allan Harwood, show that as of December 3, 1960, work on the above project is approximately 26% complete while 61 out of 100 workdays have been charged for a total elapsed time of 61%.

As this rate of progress would indicate a possibility of running into penalty days, I would like to remind you of Article 1.8.6 of the Special Provisions covering "Time for Completion of Work & Liquidated Damages".

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LRA:mk

cc: Mr. Allan Harwood
Mr. A. F. Parson
Mr. G. S. Paxson
Traffic Division

RECEIVED
DEC - 6 1960
OFFICE OF
[illegible] ENGINEER

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
NOV - 7 1960

1-80N-6(17)247

5775

November 4, 1960

Foress Company
Box 687
Corvallis, Oregon

Attention: Mr. Norman P. Barnes

Dear Mr. Barnes:

In reference to your letter of October 26, 1960, we will permit the attachment of the trim moldings for the extruded aluminum signs with aluminum blind rivets rather than aluminum self-tapping screws on the Meacham-Oro-Dell Signing Contract No. 5775 on US30. Any future signing contracts will clearly state that either method of attachment will be permitted. The prime requirement is that the trim moldings be firmly attached to the sign in order to preclude the possibility of their being stolen.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

RLS:jj
bc: G. S. Paxson
Ivan Merchant
A. F. Parson

RECEIVED

[illegible] 5775 10-18-60

RECEIVED
OCT 3 1960
FOR FILING

Monthly Transaction No. 10-79	Form PR-2 (57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon** N
Project Report No. 1-80N-6(17)247	**FEDERAL-AID PROJECT AGREEMENT**	County **Umatilla & Union**
		Project No. **I-80N-6(20)237**

5775

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

U.S. 30 approx. 1.4 mi. E. Meacham to Glover

(Meacham-Glover Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7-25-60	10.1
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 19,413	Federal funds $ 17,500

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________
[illegible] State Highway Engineer
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer October 18, 1960

USComm-DC 40257

October 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Meacham-Glover Section, Project No. I-80N-6(20)237.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

September 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Meacham-Glover Section, Project No. I-80N-6(20)237.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Oregon State Highway Department

Federal Aid
Project No. I-80N-6(20)237

MEACHAM-GLOVER SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN UMATILLA AND UNION COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 7, 1960

Type Code X002
Delineation and Signing (Sta. 896+00 thru Equa. 1000+00=0+00 to Sta. 430+00) (Contract No. 5775)

Removal of Existing Sign Installations	All	Required		$ 50.00
Furnish 8" BP 36# Steel Piling	376	lin.ft.	$ 5.00	1,880.00
Drive Steel Piles	20	only	50.00	1,000.00
Metal Sign Posts	All	Required (40%)		772.00
Wood Sign Posts	All	Required (35%)		770.00
Type "A" Signs in Place	1,059	sq.ft.	6.80	7,201.20
Type "C" & "D" Signs in Place	366	sq.ft.	3.10	1,134.60
Type "E", "F" & "G" Signs in Place	83	sq.ft.	4.25	352.75
Salvaging and Stockpiling Guide Posts	All	Required		250.00
Guide Posts, Type W-1	550	only	6.00	3,300.00
Guide Posts, Type Y-2	130	only	7.00	910.00
Guide Posts, Type Y-3	4	only	7.00	28.00
		Subtotal		$17,648.55
		10% Engr. & Cont.		1,764.45
		Total		$19,413.00

Length of Project - - - - - - - - - - - 10.114 Miles
Cost of Project Per Mile- - - - - - - - $1,919.41

Federal Funds -	$17,500.00
State Funds -	1,913.00
	$19,413.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maint: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid
Project No. I-80N-6(20)237

MEACHAM-GLOVER SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN UMATILLA AND UNION COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 18, 1960

Type Code Y002
Delineation and Signing (Sta. 896+00 thru Equa. 1000+00=0+00 to Sta. 430+00)

Removal of Existing Sign Installations	All Required		$ 550.00
Furnish 8" BP 36# Steel Piling	376 lin. ft.	$ 6.00	2,256.00
Drive Steel Piles	20 only	75.00	1,500.00
Metal Sign Posts	All Required (40%)		1,148.00
Wood Sign Posts	All Required (35%)		1,172.50
Type "A" Signs in Place	1,059 sq. ft.	8.10	8,577.90
Type "C" & "D" Signs in Place	366 sq. ft.	5.25	1,921.50
Type "E", "F" & "G" Signs in Place	83 sq. ft.	5.75	477.25
Salvaging and Stockpiling Guide Posts	All Required		250.00
Guide Posts, Type W-1	550 only	6.00	3,300.00
Guide Posts, Type Y-2	130 only	7.00	910.00
Guide Posts, Type Y-3	4 only	8.00	32.00
	Subtotal		$22,095.15
	10% Engr. & Cont.		2,208.85
	Total		$24,304.00

Length of Project - - - - - - - - - 10.114 Miles
Cost of Project Per Mile- - - - - $2,403.00

Federal Funds -	$22,000.00
State Funds -	2,304.00
	$24,304.00

RECEIVED
OCT [illegible] 1960
FOR FILING

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-80N 6
(17, 24)
5775

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 7, 1960

Mr. Norman P. Barnes
Project Manager
Foress Company
Box 687
Corvallis, Oregon

Dear Mr. Barnes:

This will acknowledge receipt of your letter of October 3, in regard to dimensions for the Interstate shields for the signing project on the Meacham-Oro-Dell Section of the Old Oregon Trail, Contract No. 5775. The standard drawings for the Interstate Highway markers as shown on T.E.D. Drawing No. S6 are in error in regard to the "M" dimension for the 18 inch Interstate Route Shield. The "M" dimension should be 11-1/32 inch rather than the 10-1/32 inch shown on the detailed drawing.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By J. Al Head

J. Al. Head
Assistant Traffic Engineer

VPJ:pk
bc: G. S. Paxson ✓
Ivan Merchant
Allan Merwood

NOTED

RECEIVED
OCT [illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
SEP 1960
FOR FILING
[illegible]
5775

September 19, 1960

Snook Brothers
P. O. Box 687
Corvallis
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5775, awarded August 18, 1960, for delineation and signing the Meacham-Oro Dell Section of the Old Oregon Trail in Umatilla-Union Counties.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

RECEIVED
SEP 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

[illegible]

5775

September 9, 1960

Mr. Norman P. Barnes
Project Superintendent
Foress Company
Box 687
Corvallis, Oregon

Dear Mr. Barnes:

This will acknowledge receipt of your letter of September 2, 1960, in regard to the Meacham-Oro Dell Signing Project on the Old Oregon Trail, Contract No. 5775. You note in your letter that locations are not shown for Signs Nos. 9, 10, 11 and 12 at the Kamela and Glover Interchanges. As you had surmised, these signs are to be fastened to existing posts. The posts to which the signs are to be fastened will be designated by the Resident Engineer.

If you desire any further information, please advise.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

VPJ:pk
bc: G. S. Paxson
Ivan Merchant
Al Harwood

NOTED
G. S. PAXSON

RECEIVED
SEP 9 - 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

I-80N-6(17) 247
[illegible]
I-80N-[illegible]7
5775

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

August 18, 1960

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-80N-6(9)254

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5775 for Oregon Project I-80N-6(9)254, Perry-Oro Dell Section of the Old Oregon Trail Highway (Delineation and Signing), to Smook Brothers of Corvallis, Oregon, low bidder in the total amount of $39,950.70 for this and projects I-80N-6(17)247 and I-80N-6(20)237 at the August 16, 1960 bid opening.

Porter

RECEIVED

FOR FILING
1-80N-6
(17)247
#5775

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

July 25, 1960

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-80N-6(17)247

We have today approved the P. S. and E. documents for Oregon Project I-80N-6(17)247, Glover-Perry Section of the Old Oregon Trail Highway in Union County, providing roadway signing and delineation.

This is to authorize your advertising for bids.

Porter

NOTED
FORREST COOPER

332-1707 Enterprise-Grading and Paving 1960
#5776 Project.

RECEIVED
MAR 14 1961
FOR FILING

W C Williams

March 7, 1961

FINAL COST ANALYSIS

Grading and Paving
Contractor: Arthur Simonsen & Co.
Resident Engineer: L. V. Blickenstaff

City Street
Prefix No. 332-1707

Enterprise (W. 3rd Street)
Contract No. 5776
332-1707
5776

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Special Borrow Excav., Unclass.	1,109.0	Cu. Yd.	1.20	1.31	1,456.37	1,330.80
General Excav., Unclass.	760.7	Cu. Yd.	1.40	1.53	1,165.43	1,064.98
3/4"-0 Mat'l in Base	323	Cu. Yd.	3.00	2.76	891.22	969.00
Sprinkling	9	M-Gal.	3.00	1.73	15.55	27.00
*Cl. B Asphaltic Concrete	301.3	Ton	12.00	12.11	3,651.75	3,615.60
					$ 7,180.32	$ 7,007.38

Gross Revenue	$ 7,007.38
Total Cost	7,180.32
Net Loss	$ 172.94

NOTED
W. C. WILLIAMS

Net Loss equals 2.46% of Gross Revenue

* Work done by Russell Olson Construction Co.

DETAIL OF COSTS - Contract No. 5771

Labor:		
Labor and Supervision	$ 1,290.96	
Labor Insurance	78.35	
Health and Welfare	16.81	
Travel-Transportation	11.27	
Pension	22.77	$ 1,479.91
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	1,018.44	
Equipment Rental, Hired	420.13	
Gas, Oil and Grease	352.67	
Bond	48.18	
Freight and Postal	1.54	
Home Office and General Overhead	30.71	
P.L. and P.D. Insurance	29.48	
Move In	75.67	
P.U.C.	33.12	
Small Tools and Miscellaneous Supplies	75.37	3,564.72
Work Done by Others:		
Russell Olson Construction Company	3,615.60	3,615.60
TOTAL COST		$ 7,180.32

Remarks - Contract No. 5776

This was a "State Project" consisting of the construction of 0.03 mile of city street roadbed, involving 760.7 cubic yards of roadbed excavation and 1,109 cubic yards of special borrow excavation; the construction of 0.11 mile of stone base and shoulders, involving 323 cubic yards of crushed materials; and the construction of 0.11 mile of asphaltic concrete pavement, involving 301.3 tons of asphaltic concrete on W. 3rd Street in the Ciyt of Enterprise in Wallowa County

This project was bid August 16th, awarded August 18th, and completed September 24, 1960.

The contractor began work on this project August 31, 1960. The excavation was done with the use of a backhoe, dozer and two trucks. Seventy-five percent of the excavation and backfill was done in about a week. Two days of the following week were needed to complete the balance.

The stone base was started and completed on September 12th.

Russell Olson Construction Company placed the asphaltic concrete pavement in two days.

The shoulder rock and cleanup was done the following week.

This project was worked in conjunction with the Enterprise-Brock Corner project. The crushed base material was produced at the plant set up for this project. Russell Olson Construction Company was producing asphaltic concrete for the Enterprise Section, Contract No. 5704, and therefore, the aggregates for "AC" were produced by Itschner for Olson.

The contractor suffered a small loss on this project and this was due to low bid on Items 1 and 2.

M. N. Juve
Chief Cost Analyst

By

G. K. Hanson

RECEIVED
NOV 10 1960
FOR FILING
332-1367
5774

November 9, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5776 for grading-paving West 3rd St., in Enterprise, Wallowa County, was completed by the contractor, Arthur Simonsen & Co., on September 16, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $500.00 will be released to the contractor on or after November 19, 1960. The total contract amount is $7,007.38, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—

332-1707

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 24, 1960

Section Enterprise City Street

Kind of work Grading & Paving

Highway W. 3rd. St. County Wallowa

Section prefix 332-1707

Contractor Arthur Simonsen & Co.

Contract number 5776

Date of contract August 8, 1960

Specified work days 35

Date work started August 31, 1960

Work days used 14

Project authorization . . . . . . $ 8,442.00

Exclusive of engineering . . . . . $ 7,841.68

Per cent of time elapsed 40 %

Estimated cost of completed project, exclusive of engineering . . . . $ 7,000.00

Estimated per cent overrun or underrun . . . . underrun 10 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . . $ 600.32

Engineering cost to date $ 500.00, 83 %

Date project was completed Sept. 16, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
		100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

This project is completed and this is the final report.

CONSTRUCTION DIVISION
RECEIVED
SEP 26 1960
NOTED.. CE ACE ACE OCE

NOTED

Noted

NOTED
C. E. PAULSEN

Signed L. V. Blickenstaff

Address Box 73, Elgin

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.03	0.11			0.11
Miles partially completed					
Miles completed	0.03	0.11			0.11
Total estimated quantities (contract)	2,620	270			260
Total quantities corrected to date	1,870	266			301
Estimated quantities moved or placed to date	1,870	266			301
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	No work this week by the contractor.				
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
FORM E-123
SEP 1960
FOR FILING
332-1767
5776

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 13, 1960

Arthur Simonsen & Co.,
3005 3rd Street
Baker
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5776, awarded August 18, 1960,
for grading-paving West 3rd Street in
Enterprise, Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

FORM E-30 50M 8-57—0583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1960

SUBJECT: $250,000 Fund Agreement
City of Enterprise

To:

Mr. C. G. Swenson
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a conformed copy of an agreement with the City of Enterprise covering the Special City Allotment project on Depot Street in Enterprise.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Enterprise, Oregon.

Floyd Query
Secretary

rn
Attach: 1

Dist 9/21/60
J.D.G.

RECEIVED
[illegible] 1960

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
Revised PROJECT BASE DESIGN Revised

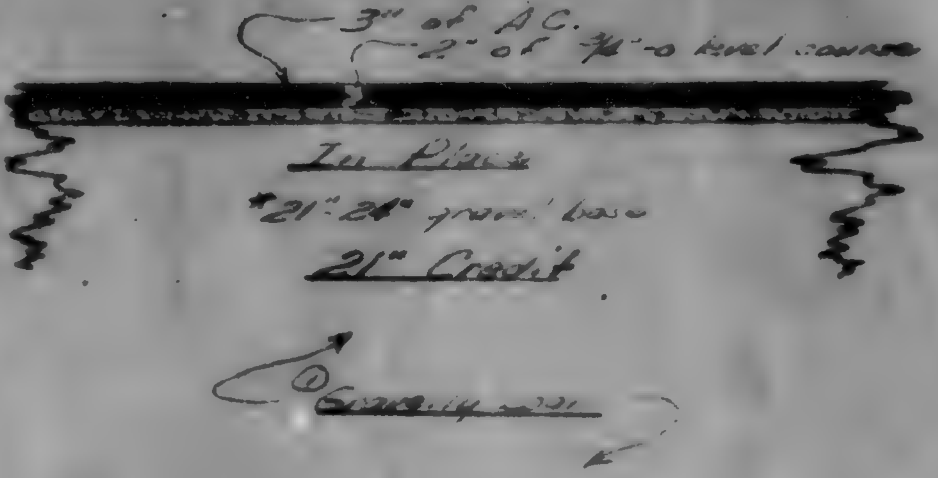
Section 3rd Street Highway City of Enterprise County Wallowa Prefix
Res. Engr. Length of Project Miles. Sta. to Sta. Date 7-22-62

Frost Penetration - *36"-48" TYPICAL SECTIONS Traffic Classif. - Medium Heavy (Logging Area)

RECEIVED
ENGINEER
COUNTY & CITY RELATIONS

① ~~[illegible]~~
Typical Soil
25 LL
2 PI
31 % Rock or Gravel
30 % Sand
28 % Silt
9 % Clay
24 R. Value

7-20-01



	Required Base & Year		Designed Base / Year		
	Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
				3	[illegible]
				2	[illegible]
			21		
	26			*26	

Note:
Revision made at the request of W. Semple (Office Engineer - Drafting Room) to change the proposed O.il. mat to A.C.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 1/4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for
Suitable material source to be determined by the Engineer.											
* Representative tests of existing base.	495333 495334	2.78 2.86	Gravel "	4" 4"	35.3 42.6	9.4 12.9	16.3 14.5	-- --	23 23	3 2	

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by H. L. Decker
Soils Engineer

Recommended by
Construction Engineer

Recommended by J. F. Wagner
for Engineer of Materials

Approved by Forrest Cooper
Deputy State Highway Engineer

City Of Enterprise
Enterprise, Oregon

July 18, 1960

NOTED
H. S. COX

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Mr. Harold Ayers
State Highway Commission
Salem, Oregon

Dear Sir:

To confirm your telephone conversation of yesterday with S. J. Farris, Council Chairman, the Union Pacific Railway Company has assured us that they will begin work on the leveling of their tracks crossing Depot Street about August 1st and the project should be complete by August 10th, 1960.

Very truly yours,

Pearl Collinsworth

(Mrs.) Pearl Collinsworth
City Recorder

cc/1

RECEIVED
[illegible] 0
ENGINEER
COUNTY & [illegible]

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
C. G. SWENSON

MEMO TO FILES

Enterprise-Depot Street
$250,000 Fund Project

7/13/60, 9:15 A.M.

I called Mrs. Collingsworth and requested that the City advise us as soon as possible regarding Railroad's timing of adjusting tracks. She said they were working on raising funds with County and would call and also write letter very soon advising us of when the tracks would be adjusted.

H. C. Ayers

HCA:mm

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
June 2, 1960

Special City Allotment Project (1960)
City of Enterprise

Mr. A. F. Parson, Division Engineer
State Highway Department
La Grande, Oregon

At its June 2-3 meeting, the Highway Commission approved a project on West 3rd (Depot) Street in Enterprise from the present paved section at Alamo Street southerly to the county road, a distance of approximately 0.11 mile.

The project is to consist of grading and placing of leveling course and 3" asphaltic concrete pavement 22' in width with 4' shoulders. The preliminary estimate is $3,000. The City Recorder, Mrs. Pearl Collingsworth, has advised us that they have a letter signed by Mr. O. H. Baker, Superintendent of the Oregon Division of the Union Pacific Railroad Company, stating that the railroad company would level the three tracks at the crossing of Depot Street.

Will you please prepare the project for performance by contract.

7-13-60
Field data received

C. G. Swenson
County and City Relations Engineer

HCA:mm

cc: Mr. Tom Edwards
Mr. V. G. O'Neil
Mrs. Pearl Collingsworth, City Recorder, Enterprise

RECEIVED
MAY 25 1960
FOR FILING

332-1707

#5276

May 24, 1960

Oregon State Highway Commission

Gentlemen:

Bids now being received on the Special City Allotment projects are running below the estimated costs and it appears that at least one more project should be approved for the 1960 program.

The City of Enterprise requested by resolution that a project on a short section of Third Street, estimated to cost $3,000, be included in the 1960 program but because of its isolated location the project was not recommended for approval. At the present time, we have a contract for paving on the highway through Enterprise which should make it possible to obtain a satisfactory bid on the city project. It is recommended that this project be approved for construction with 1960 funds.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

cc to:
Mr. G. S. Paxson
Mr. C. H. Maison
Mr. A. F. Parson
Mr. C. G. Swenson

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1960

SUBJECT: 1960 Special City Allotment Fund

To: Mr. Forrest Cooper
OFFICE

Attached is a suggested letter to the Highway Commission requesting approval of the construction of a project in Enterprise to be financed from the 1960 Special City Allotment fund.

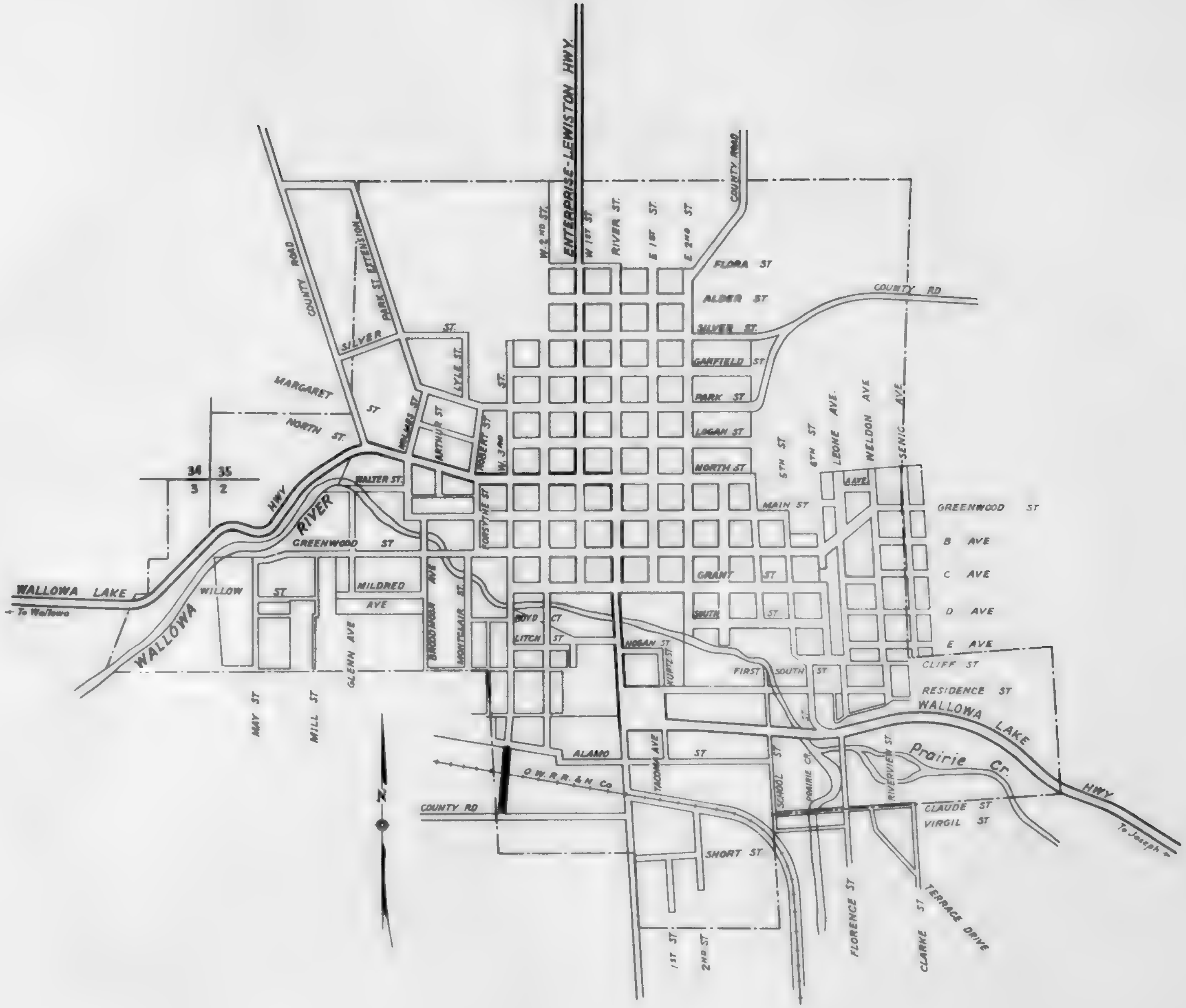
The city has previously submitted a resolution requesting a project on West Third Street. This street is receiving excessive wear due to heavy and unusual traffic, but it was not recommended in the 1960 program submission due to its isolated location. Due to the State's present contract to repave portions of the Joseph-Wallowa Lake and Enterprise-Lewiston Highways, it would be possible to obtain a good bid on this proposed project.

The project is for a distance of approximately 0.16 mile and is to consist of placing a leveling course and 3" asphaltic concrete wearing surface 22' in width with 4' shoulders at a cost of approximately $3,000.

C. G. S.
C. G. Swenson
County & City Relations Engineer

HCA:mm
Att.

RECEIVED
MAY 19 1960
OFFICE OF
STATE HIGHWAY ENGINEER


ENTERPRISE-LEWISTON HWY.
COUNTY ROAD
COUNTY ROAD
PARK ST EXTENSION
SILVER
ST.
MARGARET
ST
NORTH ST.
HOLMES ST
ARTHUR ST
LYLE ST.
ST.
ROBERT ST
W. 3RD
W. 2ND ST.
W 1ST ST
RIVER ST.
E 1ST ST.
E 2ND ST
FLORA ST
ALDER ST
SILVER ST.
COUNTY RD
GARFIELD ST
PARK ST
LOGAN ST
NORTH ST
MAIN ST
GRANT ST
SOUTH ST
5TH ST
6TH ST
LEONE AVE.
WELDON AVE
SENIC AVE
A AVE
GREENWOOD ST
B AVE
C AVE
D AVE
E AVE
CLIFF ST
RESIDENCE ST
WALLOWA LAKE HWY
To Joseph
Prairie Cr.
34
35
3
2
HWY
RIVER
WALTER ST.
FORSYTHE ST
GREENWOOD ST
WALLOWA LAKE
To Wallowa
WALLOWA
WILLOW ST
MILDRED AVE
GLENN AVE
BROOKWOOD AVE
MONTCLAIR ST.
BOYD CT
LITCH ST
HOGAN ST
WURTZ ST
FIRST SOUTH ST
ST
MAY ST
MILL ST
N
ALAMO ST
TACOMA AVE
O.W.R.R.&N. Co
COUNTY RD
SCHOOL ST
PRAIRIE CR
RIVERVIEW ST
CLAUDE ST
VIRGIL ST
SHORT ST
1ST ST
2ND ST
FLORENCE ST
CLARKE ST
TERRACE DRIVE

ENTERPRISE

Scale 0 800 1600 2400

Rev. 1-28-35

December 18, 1959

Mrs. Pearl Collinsworth
City Recorder
Enterprise, Oregon

Dear Mrs. Collinsworth:

On December 16 the State Highway Commission considered the City's request for a project to be constructed under the provisions of the Special City Allotment fund act.

Seventy-six cities applied for projects and the limited funds allowed approval of only seventeen. These are in cities that have had fewer projects than Enterprise. Therefore the Commission did not include your project in the 1960 program.

Very truly yours,

W. C. Williams
State Highway Engineer

By: C. G. Swenson
County and City Relations Engineer

HCA:mm

3/4 0325

250,000 '60 Enterprise

Contacted Mr S. J. Farris and investigated Condition and use of the short section of Depot Street which Connects with County Road, and receives heavy ~~and~~ unusual traffic log, and other farm to market trucks.

Is in poor condition and qualifies for Assistance. There are three railroad tracks at different elevations making a hazardous Crossing. City officials said they would try And get the Railroad to lower main track to Level Crossing.

Contacted the only property that would be adversely affected by raising grade and he promised to cooperate and would raise no problem.

This is small project and will be expensive to Contract due to remoteness of location.

Have had 3 previous projects

No '60 project HC.

Depot St 0.12

Base Levely Course an Oil mat

$6,000

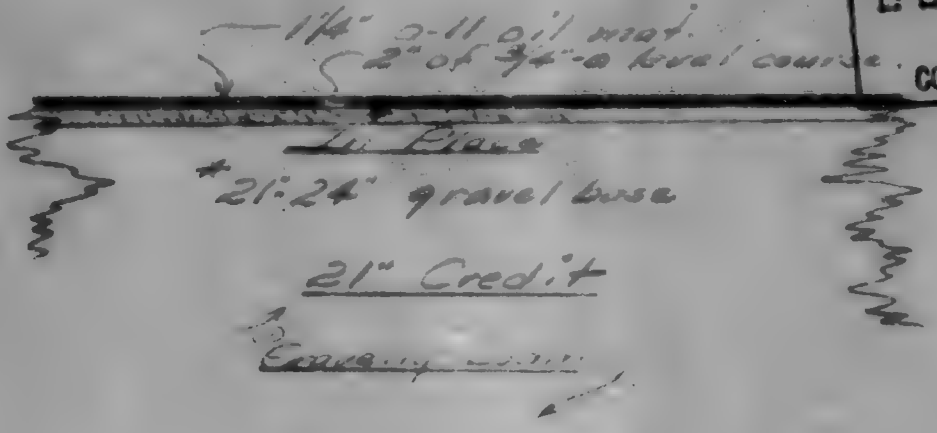
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
[illegible] PROJECT BASE DESIGN [illegible]

Section [illegible] St. (From [illegible] to [illegible] 484) Highway [illegible] County Wallowa Prefix

Res. Engr. Length of Project ___ Miles. Sta. ___ to Sta. ___ Date [illegible]

[illegible] Restriction # 36"–48" TYPICAL SECTIONS Traffic Classif. – Medium Heavy (Logging [illegible])

The soil survey & recommended surfacing thickness completed at the request of H. S. Ayers, County-City.



Sample of [illegible] Soil

25 LL
2 PI
37 % Gravel or rock
30 % Sand
24 % Silt
9 % Clay
24 "R" value

Required Base & Wear		Designed	
Crushed	Not Crushed	[illegible]	[illegible]
	2		
12½			[illegible]

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	[illegible]
Surfacing material source to be determined by the Engineer.											
Representative tests of exist. base	415333	[illegible]	Gravel	4"	35.5	[illegible]	16.3	—	23	[illegible]	
	415334	2.86	"	4"	42.6	12.9	14.5	—	23	[illegible]	

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

RECEIVED
SEP 3 - 1959

RECEIVED
SEP 3 - 1959
ENGINEER
COUNTY & CITY RELATIONS

Submitted by [illegible]

Recommended by [illegible] Sr
Construction Engineer

Recommended by

Approved by [illegible]
Engineer of Materials

NOTED

City of Enterprise
Enterprise, Oregon

June 25, 1959

RECEIVED
JUN [illegible] 1959

Oregon State Highway Department
Salem, Oregon

Att: Fred Hegemann

Dear Mr. Hegemann:

The City of Enterprise has received a letter from G. H. Baker, Superintendent of the Oregon Division of Union Pacific Railroad Company, stating that the railroad will arrange to run levels on the tracks crossing Depot Street, if given sufficient advance notice, in order that the paving may be completed on this proposed project.

Very truly yours,

Pearl Collinsworth
(Mrs.) Pearl Collinsworth
City Recorder

/pc/
cc-1

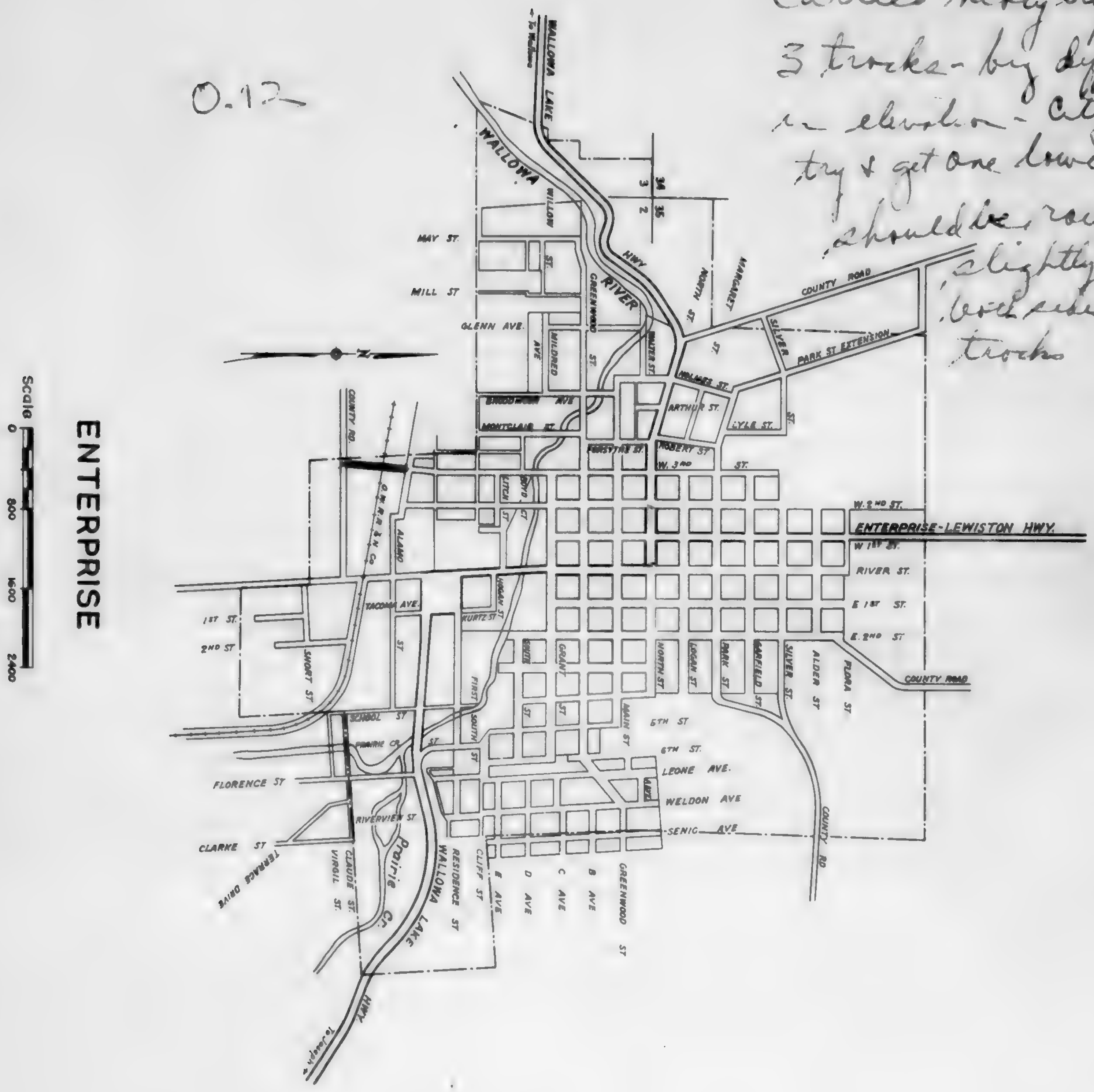
RECEIVED
JUN [illegible] 1959

②

S. J. Farris

0.12

Carries heavy traffic
3 tracks - big difference
in elevation - City will
try & get one lowered
should be raised
slightly
both sides of
tracks


ENTERPRISE
Scale
0
800
1600
2400
WALLOWA LAKE
To Wallowa
WALLOWA
RIVER
HWY
WILLOW
MAY ST
MILL ST
GLENN AVE
MILDRED AVE
GREENWOOD ST
WALTER ST
NORTH ST
MARGARET
COUNTY ROAD
SILVER
PARK ST EXTENSION
HOLMES ST
ARTHUR ST
LYLE ST
MONTCLAIR ST
FORSYTHE ST
ROBERT ST
W. 3RD ST
W. 2ND ST
ENTERPRISE-LEWISTON HWY.
W 1ST ST
RIVER ST
E 1ST ST
E 2ND ST
COUNTY RD
O.W.R.R. & N. Co
ALAMO
TACOMA AVE
KURTZ ST
1ST ST
2ND ST
SHORT ST
SCHOOL ST
Prairie Cr
FLORENCE ST
RIVERVIEW ST
CLARKE ST
TERRACE DRIVE
CLAUDE ST
VIRGIL ST
Prairie Cr.
WALLOWA LAKE HWY
RESIDENCE ST
CLIFF ST
E AVE
D AVE
C AVE
B AVE
GREENWOOD ST
FIRST
SOUTH
GRANT ST
NORTH ST
LOGAN ST
PARK ST
GARFIELD ST
SILVER ST
ALDER ST
FLORA ST
MAIN ST
5TH ST
6TH ST
LEONE AVE
WELDON AVE
SENIC AVE
COUNTY ROAD
COUNTY RD
To Wallowa
3
2
34
35

Rev. 1-20-56

NOTED
Harold C. Ayers

April 16, 1959

Mr. Stan Ferris
Enterprise, Oregon

NOTED
V. R. JONES

Dear Mr. Ferris:

Pursuant to Mr. Ervin's and your telephone call of March 26, 1959, I wish to advise you that I plan on being in eastern Oregon the week of April 27 and will call on you April 29 to investigate your request for a Special City Allotment project and to give you a preliminary estimate.

Very truly yours,

C. G. Swenson
Engineer, County and City Relations

By

H. C. Ayers
Field Engineer

HCA:mm

Contacted Mr. Ferris
on April 29, 1959

3/26/69

Appr: Ex-Judge Erwin of Wallowa Co. called & introduced Mr. Stan Ferris of the City of Enterprise. They were interested in having an estimate for budget purposes of what the City's share of the cost of the $25,000 project application would be in the event a project was approved. They need this estimate by May 15th.

I told them I would see if you couldn't investigate this project ~~[illegible]~~ upon your return from vacation & furnish such an estimate by the above date. ~~that~~ Contact Mr. Ferris at Enterprise also let him know when you plan to be in Enterprise. Both Mr. Ferris & Judge Erwin understand that no project is guaranteed, but city would like to be prepared in case one is approved.

Fred

NOTED
C. G. SWENSON

RECEIVED
DEC 11 1958
ENGINEER
COUNTY & CITY RELATIONS

RESOLUTION #108

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Enterprise is an incorporated city of the State of Oregon, and has a population of 1,958, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________________

Form cc-50 (1953 Rev.)
Special City Allotment

Depot Street from Alamo St. to junction with County Road

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

DEpot street from Alamo to junction with county road

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Enterprise does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate S. J. Farris as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8th day of December, 1958.

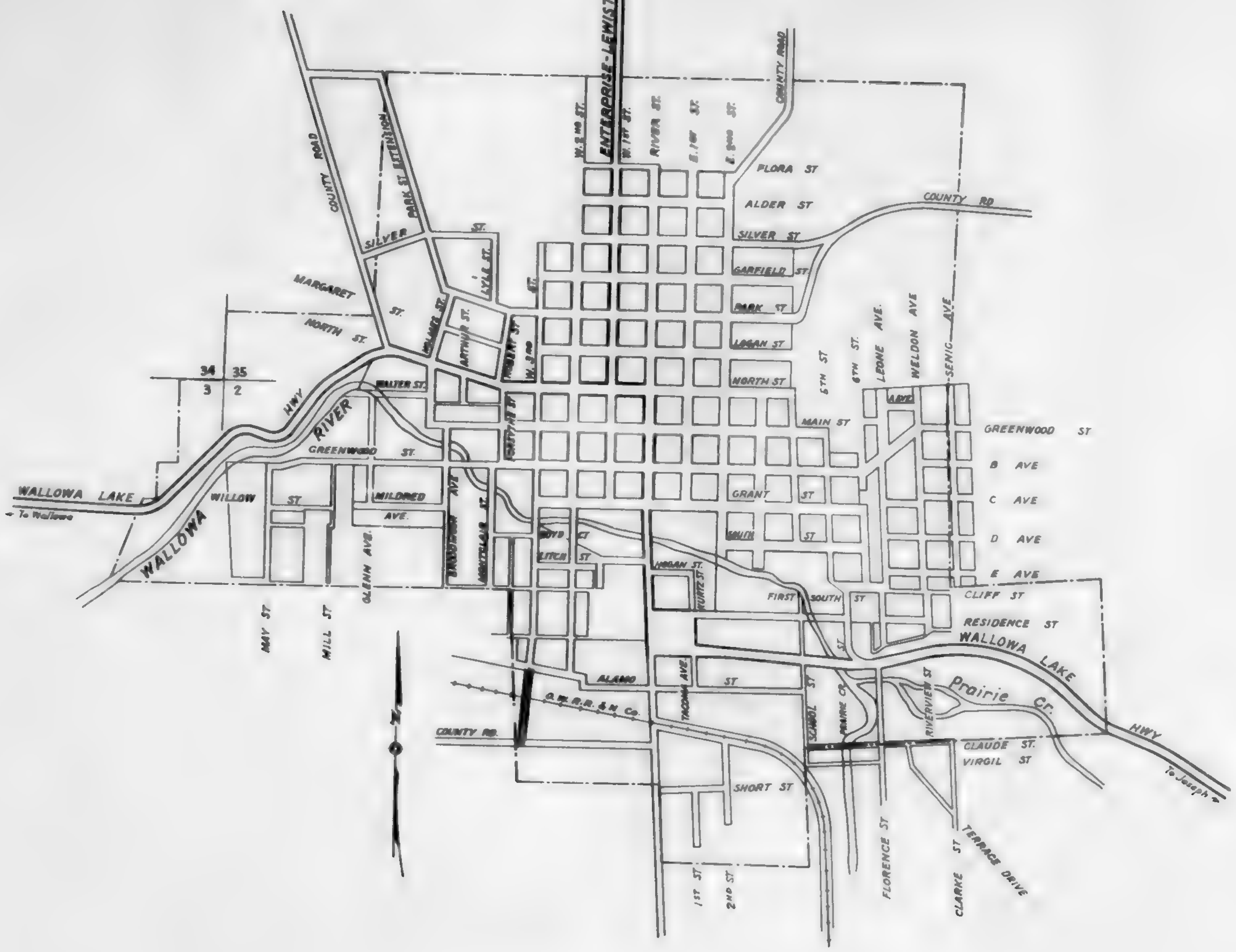
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

--------- ---------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Enterprise at a regular ~~or special~~ meeting of said Council, held on the 8th day of December, 1958, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8 day of December, 1958.

Pearl Collinsworth
City Recorder


ENTERPRISE-LEWISTON HWY.
W. 2ND ST.
W. 1ST ST.
RIVER ST.
E. 1ST ST.
E. 2ND ST.
COUNTY ROAD
FLORA ST
ALDER ST
COUNTY RD
SILVER ST
GARFIELD ST
PARK ST
LOGAN ST
NORTH ST
MAIN ST
5TH ST
6TH ST.
LEONE AVE.
WELDON AVE
SENIC AVE
GREENWOOD ST
B AVE
C AVE
D AVE
E AVE
CLIFF ST
RESIDENCE ST
GRANT ST
SOUTH ST
FIRST SOUTH ST
HOGAN ST.
WURTZ ST.
BOYD CT
LITCH ST
ALAMO
TACOMA AVE.
ST
O.W.R.R.&N.Co.
COUNTY RD.
SCHOOL ST
PRAIRIE CR.
ST
RIVERVIEW ST
Prairie Cr.
WALLOWA LAKE HWY
To Joseph
CLAUDE ST.
VIRGIL ST
SHORT ST
1ST ST
2ND ST
FLORENCE ST
CLARKE ST
TERRACE DRIVE
COUNTY ROAD
PARK ST EXTENSION
SILVER
ST.
LYLE ST.
ST.
MARGARET
ST.
NORTH ST.
HOLMES ST.
ARTHUR ST.
HOBART ST
W. 3RD
FORSYTHE ST
34
35
3
2
HWY
RIVER
WALTER ST.
GREENWOOD ST.
WALLOWA LAKE
To Wallowa
WALLOWA
WILLOW ST.
MILDRED AVE.
GLENN AVE.
BROCKMAN AVE
MONTCLAIR ST.
MAY ST
MILL ST
N

ENTERPRISE

Scale 0 800 1600 2400

Rev. 1-28-55

1-1046 Powder River Bridge (Baker) 1960
#5777 on Old Oregon Trail Hwy.

RECEIVED
AUG 9 1961

FOR FILING

5777

August 9, 1961

US Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5777 for remodeling and widening the Powder River Bridge (Baker) on the Old Oregon Trail in Baker County was completed by the contractor, Bechtel Brothers, on June 19, 1961, and was formally accepted by the Highway Commission on June 27, 1961.

Final payment in the amount of $5,160.86 will be released to the contractor on or after August 16, 1961. The total contract amount is $30,915.12, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Bechtel Brothers
2107 Depot Street
LaGrande
Oregon

RECEIVED
JUN 23 1961
FORM E-30 90M 3-61 24807
FOR FILING

5777

Dorothy

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

Bechtel Brothers completed work on the Powder River Bridge Remodeling and Widening Project on the Old Oregon Trail Highway in Baker County, Contract #5777 (State Project), on June 19, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
bridge Engineer

nk

cc: Floyd Query

NOTED ON CARD

FORM E-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
SEP [illegible] 1960
FOR FILING
1-1046
5777

September 19, 1960

Bechtel Brothers
2107 Depot Street
La Grande
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5777, awarded August 18, 1960, for remodeling and widening the Powder River Bridge (Baker) on the Old Oregon Trail in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Encl.

9-1057 Pilot Butte Canal (Redmond) 1960
#5778 Bridge, Ochoco Hwy.

RECEIVED
APR 26 1961

FOR FILING

1-1057

5778

April 25, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5778 for structure-realignment of channel on the Pilot Butte Canal (Redmond) Bridge Section of the Ochoco Highway in Deschutes County was completed by the contractor, R. L. Coats, on January 19, 1961, and was formally accepted by the Highway Commission on March 10, 1961.

Final payment in the amount of $2,656.45 will be released to the contractor on or after May 5, 1961. The total contract amount is $31,572.17, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. R. L. Coats
1270 Trenton Ave.,
Bend
Oregon

RECEIVED
FEB 7 1961
FOR FILING

9-1057

5774

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

R. L. Coats completed work on the Pilot Butte Canal (Redmond) Bridge on the Ochoco Highway in Deschutes County, Contract #5778 (State Project), on January 19, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: Floyd Query ✓

NOTED ON CARD

YD QUERY

RECEIVED
NOV - 1 1960
FOR FILING
9-1057

5778

A

ORECON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1960

SUBJECT: Pilot Butte Canal Bridge
Contract #5778

To: Mr. D. B. Parkes
Mr. Floyd Query ✓

R. L. Coats started work on the Pilot Butte Canal Bridge, Contract #5778 (State Project) on the Ochoco Highway in Deschutes County on October 24, 1960.

Ivan D. Merchant
Bridge Engineer

CAG:nk

NOTED
FLOYD QUERY

RECEIVED
SEP 1960
FOR FILING

9-185

5778

COMMISSIONERS
M. M. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 13, 1960

Mr. R. L. Coats
1270 Trenton Avenue
Bend
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5778, awarded August 18, 1960, for structure-realign channel on the Pilot Butte Canal (Redmond) Bridge on the Ochoco Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

RECEIVED
MAR 23 1960
FOR FILING
9-1057
#5778

Salem, Oregon
March 22, 1960

Redmond bridge (widening)
over Pilot Butte Canal

Mr. Tom Edwards

The City of Redmond proposes to build a city street alongside the canal connecting the Ochoco Highway with The Dalles-California Highway. This would join the Ochoco Highway at the end of the Pilot Butte Canal bridge. We are going to widen this bridge and possibly flair the end where it connects with their street. Will you please make up a vicinity map for the structure. I would suggest that whoever does the work consult with the City of Redmond so that he is thoroughly familiar with its plan for reconstruction of the structure.

G. S. Paxson

GSP:gm
cc Mr. W. C. Williams
Mr. Ivan D. Merchant

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 17, 1960

SUBJECT: Redmond Bridge
Bridge No. 497

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

According to a letter received by Mr. Harold C. Ayers, field engineer for the County and City Relations, from John Berning, city superintendent for the City of Redmond, it seems that the City is planning a truck by-pass along Canal Boulevard from the south connection of The Dalles-California Highway on Fifth Street to the north city limits.

In order to turn from Canal Boulevard into Evergreen Avenue, which is the entrance to the Ochoco Highway, the trucks traveling north and turning must cross two traffic lanes on both streets in order to make the turn because of the narrow roadway width of the Redmond Bridge over the Pilot Butte Canal (Bridge No. 497). This bridge is a two-span timber superstructure on concrete piers, having span lengths at 21', roadway width 23'3" with two 5-foot sidewalks. It was built in 1932.

The City of Redmond would like the roadway of this bridge widened in order to improve the traffic conditions.

We have made a rough estimate as to what it would cost to widen the substructure and provide a new superstructure consisting of precast deck and beam panels (bathtub panels), making a bridge with a 40-foot roadway with two-5' sidewalks. This bridge would have to be widened under traffic so we believe the precast deck and beam panels would be preferred. The cost of remodeling this bridge would be $23,500.

We are enclosing a copy of the preliminary estimate for this work.

RECEIVED
MAR 18 1960
OFFICE OF
STATE HIGHWAY ENGINEER

T. C. Roake
Assistant Bridge Engineer

TCR/mm

Attached

NOTED

RECEIVED
MAR 21 1950
FOR FILING
Const
Bridge

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

PRELIMINARY Estimate Sheet

Bridge name The REDMOND BRIDGE County DESCHUTES Bridge No. 427

~~Section and station~~ OVER PILOT BUTTE CANAL Highway OCHOCO

Estimate made by Wuh Date 5-16-60 Checked by .... Date ....

Description Widen existing substructure to provide for a 40' rdwy and 2-5' sidewalks, replace superstructure with 2@21' precast bathtub sections (under traffic)

Estimate From (Strike out the ones which do not apply)
No plans
~~Sketch~~
~~Completed plans; drawing No.~~

Calc. Book No. .... Class .... Loading ....

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			
Excavation	cu. yds.	50	10.–	500
Excavation below elevation shown	cu. yds.			
.... piling	lin. ft.			
.... piling	No.			
.... piling	lin. ft.			
.... piling	No.			
Class A concrete	cu. yds.	121	70.–	8470
.... concrete	cu. yds.			
Metal reinforcement	lbs.	34,800	0.14	4872
.... Lumber	M. B. M.			
Structural .... Steel	lbs.			
Structural .... Steel	lbs.			
Handrail	lin. ft.	92	12.–	1104
Riprap	cu. yds.			
Removal of old bridge	lump sum	All	–	5000
Maintenance of traffic	lump sum			
Subtotal				$19,946
Plus ~~10~~ 18 per cent for contingencies & Engr.				3,590
Total construction cost				
~~Plus 10 per cent for engineering~~				$23,536
Total cost				

State Printing 4716

NOTED
G. S. PAXSON

30-1604 Pendleton Traffic Signal 1960
Installation
#5779

C & A 2271 8-25-60

RECEIVED
APR 5 1961
FOR FILING

30-1604

5779

April 5, 1961

Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

Gentlemen:

State Highway contract #5779 for the Pendleton traffic signal installation on SW 10th-SE 3rd Section of the Old Oregon Trail in Umatilla County was completed by the contractor, Zephyr Electric, Inc., on February 21, 1961, and was formally accepted by the Highway Commission on March 10, 1961.

Final payment in the amount of $3,982.90 will be released to the contractor on or after April 14, 1961. The total contract amount is $32,071.67, of which amount $85.11 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Sherwood & Roberts
125 SE Court Avenue
Pendleton, Oregon

cc: Zephyr Electric, Inc.,
332 SE Emigrant St.,
Pendleton
Oregon

RECEIVED
MAR 21 1961
FORM E-30 10M 7-60 29295
FOR FILING

30-1604

5779

Mrs. Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

Zephyr Electric Company completed work on the Pendleton Traffic Signal Installation on the Old Oregon Trail Highway in Umatilla County, Contract #5779 (State Project), on February 21, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: Floyd Query ✓

NOTED ON CARD
RC

RECEIVED
FORM E-123-X 75M 1-60
FEB 7 1961

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

30-1604
5779

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 3, 1961

Mr. K. C. Eichelberg, Manager
Crouse-Hinds Company
Traffic Control
Syracuse 1, New York

Dear Mr. Eichelberg:

In a letter dated January 27, 1961, you have advised us of certain features conerning the traffic signal head locking arrangement as shown in the Bulletin No. 2709. As you know the Crouse-Hinds Company furnished certain portions of the equipment for the current Pendleton Traffic Project. The traffic signal heads for this project were furnished by your company. The special provisions for the Pendleton Signal Project require a "Shurlock" type of lock arrangement for all mast arm mounted signal heads or an approved equal type of arrangement. Your Bulletin No. 2709 indicates that the mast arm type of signal head hanger has a serrated type of locking ring as a portion of the hanger. This in turn fits onto four raised ribs on top of the signal which are spaced at 90 degrees to each other.

It is felt that this is not equivalent to the "Shurlock" type of fitting since the "Shurlock" fitting has a top ring on which there is a full circle of serrations and also a bottom ring which has a full circle of serrations. This latter type of device provides a much more positive type of locking arrangement, since there are more serrations engaging each other than is present on your device. The reason for specifying this type of fitting is not for aiming the signal light as indicated in your letter but rather for protection against signal movement due to extremely high wind conditions. For this reason it will be necessary to furnish the "Shurlock" fitting or some device which will produce an equal holding power. The locking device as illustrated in the above mentioned bulletin will be satisfactory for all locations on the project other than the mast arm mounted units.

It is also suggested that you submit a sample of the entire head with the locking device included for formal approval and usage on future traffic signal projects in the State of Oregon.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

LBG:cs

cc: G. S. Paxson
A. F. Parsons
Al Harwood
F. A. Waker
Zepher Electric

RECEIVED
FEB [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1 16 61
FOR FILING
30-16614
5779

January 13, 1961

Zephyr Electric
S. E. Emigrant at Fourth
Pendleton, Oregon

Attention: Mr. W. F. Zimmerman

Gentlemen:

This is to acknowledge receipt of your letter of January 10 requesting an unspecified extension of time on Contract No. 5779, for traffic signal installation on S. W. 10th-S. E. 3rd Streets in Pendleton.

Your letter is being referred to Mr. Ivan Merchant, Bridge Engineer, who can advise you further on this matter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: Ivan Merchant

SAFETY
SERVICE
SATISFACTION

Zephyr electric
W. F. "MIKE" ZIMMERMAN

FIXTURES
APPLIANCES
CONTRACTING

SOUTHEAST EMIGRANT AT FOURTH
PHONE CR 6-6921
PENDLETON, OREGON

January 10 1961

Oregon State Highway Commission,
Attn Floyd Query, Secretary,
Salem, Oregon.

Gentlemen,

With reference to Contract #5779 covering the installation of traffic signals in Pendleton we have encountered a great deal of delay and confusion beyond our control which is going to delay the completion of this job beyond the date stated in the contract.

Crouse-Hinds equipment required for the job was ordered the last week in August with the definite understanding that delivery would be made within sixty days. The first partial shipment reached us late in November and the final shipment did not arrive until January 4th.

Moreover we are now advised that some of this equipment will not be acceptable and will have to be changed.

Under the circumstances we feel justified in asking for an extension of time, without penalty, to complete the contract.

Very truly yours,

ZEPHYR ELECTRIC.

W. F. Zimmerman

Copy to [illegible]

RECEIVED
JAN 12 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 1 1960
FOR FILING

20-1604

5779

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 13, 1960

Zephyr Electric, Inc.,
332 SE Emigrant Street
Pendleton
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5779, awarded August 19, 1960, for traffic signal installation on the SW 10th St.-SE 3rd St. Section of the Pendleton Traffic Signals Project on the Old Oregon Trail, Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

RECEIVED
1960
FOR FILING

30-1604
5779

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 25, 1960

Mr. Andrew J. Browning
City Manager
City Hall
Pendleton, Oregon

Dear Mr. Browning:

This is to acknowledge receipt of the agreements covering the signal installation on the S.W. 10th Street-S.E. 3rd Street Section of the Old Oregon Trail Highway and the advance deposit in the amount of $20,100.

Contract No. 5779 has been awarded to Zephyr Electric, Incorporated, of Pendleton. The copy of this contract and a set of plans enclosed are for your files.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Original signed
C. G. Swenson

C. G. Swenson
County and City Relations Engineer

CGS:mm
Encl.

cc: Victor Wolfe

[illegible] ENGINEER

NOTED
V. D. WOLFE

THE CITY OF PENDLETON

OFFICE OF
The City Manager

TELEPHONE 3640
Pendleton, Oregon

August 17, 1960

Mr. C. G. Swenson
County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

Pursuant to our telephone conversation this date we are enclosing three copies of the executed agreement covering the proposed signal installation on the Dorion-Court one-way couplet in Pendleton.

Please note that under things to be done by the City, paragraph 2, we have added the provision as follows: provided that the share to be paid by the City shall not exceed $20,000.00, plus said $200.00. This provision had been approved by the Highway Department Chief Counsel, Mr. L. I. Lindas, in a telephone consultation with our City Attorney, Mr. Gene B. Conklin. As mentioned in our telephone conversation, this provision should be agreeable to the Highway Commission inasmuch as the total cost of the project, based on the low bid received, will be less than the estimated $40,000.00 project cost.

We would also draw to your attention that the spelling of Dorion Avenue should be corrected to "Dorion". Our City Attorney advised that, in his opinion, the misspelling would not affect the contract.

We are also enclosing our check in the amount of $20,100.00 as a deposit towards the City's share of the estimated base cost of said project and the $200.00 payment occasioned by the two extra length steel poles to be used for the support of traffic signal luminaire units.

Your cooperation in participating in this project in The City of Pendleton is greatly appreciated.

Sincerely,

Andrew J. Browning
Andrew J. Browning
City Manager

Enc. (4)

cc: Anton Groh, City Engineer

The World's Round-Up City

RECEIVED
AUG 29 1960
FOR FILING

30-1604

5779

C. CONTRACTS and
AGREEMENTS No. 2271

Salem, Oregon
August 25, 1960

Traffic Signal Agreement
City of Pendleton

Mr. C. G. Swenson
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a conformed copy of an agreement with the City of Pendleton covering the installation of traffic signals in the City of Pendleton.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Pendleton, Oregon.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1960

SUBJECT: Traffic Signal Agreement
City of Pendleton

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the installation of traffic signals in Pendleton. Two copies have been signed by the city and are now ready for signature by the Highway Commission and they also require your signature of approval.

The project was approved 4/21/60.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 4-21-60 Min Page 19
Floyd Query
Secretary

N

RECEIVED
[illegible] 1960
FOR FILING
30-1604

5779

August 25, 1960

Marjorie F. Dagwell
City Recorder
City Hall
Pendleton, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Pendleton a fully executed copy of an agreement between the State Highway Commission and the City of Pendleton covering the installation of traffic signals in Pendleton.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

NOTED
H. S. COX

NOTED
C. G. SWENSON

Salem, Oregon
August 19, 1960

Pendleton (US 30) Traffic Signals

Mr. C. A. Gardner
Bridge Office Engineer
OFFICE

NOTED
Harold C. Ayers

NOTED
V. R. JONES

The required advance deposit has been received from the city of Pendleton on the subject project.

This project is now clear for award of a contract.

C. G. Swenson
County & City Relations Engineer

CGS:mm

NOTED
C. G. SWENSON

Salem, Oregon
August 18, 1960

Traffic Signal Agreement
City of Pendleton

Mr. G. S. Paxson
OFFICE

NOTED
Harold C. Ayers

Attached are three copies of an agreement covering the installation of traffic signals in Pendleton. Two copies have been signed by the city and are now ready for signature by the Highway Commission and they also require your signature of approval.

The project was approved 4/21/60.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

NOTED
C. G. SWENSON

Salem, Oregon
August 18, 1960

Advance Deposit
Pendleton Traffic Signals

Mr. C. H. Maison
Auditor
OFFICE

NOTED
Harold C. Ayers

Attached is a check from the city of Pendleton in the amount of $20,100 which is the advance deposit for the estimated city's share for installation of traffic signals on Court and Dorian Streets in Pendleton.

C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

C. A. Gardner
cc: ~~R. L. Porter~~

THE CITY OF PENDLETON

TELEPHONE 3640
Pendleton, Oregon

OFFICE OF
The City Manager

August 17, 1960

Mr. C. G. Swenson
County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

Pursuant to our telephone conversation this date we are enclosing three copies of the executed agreement covering the proposed signal installation on the Dorion-Court one-way couplet in Pendleton.

Please note that under things to be done by the City, paragraph 2, we have added the provision as follows: provided that the share to be paid by the City shall not exceed $20,000.00, plus said $200.00. This provision had been approved by the Highway Department Chief Counsel, Mr. L. I. Lindas, in a telephone consultation with our City Attorney, Mr. Gene B. Conklin. As mentioned in our telephone conversation, this provision should be agreeable to the Highway Commission inasmuch as the total cost of the project, based on the low bid received, will be less than the estimated $40,000.00 project cost.

We would also draw to your attention that the spelling of Dorion Avenue should be corrected to "Dorion". Our City Attorney advised that, in his opinion, the misspelling would not affect the contract.

We are also enclosing our check in the amount of $20,100.00 as a deposit towards the City's share of the estimated base cost of said project and the $200.00 payment occasioned by the two extra length steel poles to be used for the support of traffic signal luminaire units.

Your cooperation in participating in this project in The City of Pendleton is greatly appreciated.

Sincerely,

Andrew J Browning

Andrew J. Browning
City Manager

Enc. (4)

cc: Anton Groh, City Engineer

The World's Round-Up City

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1960

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
Old Oregon Trail
Pendleton

To:
Clarence Swenson
County-City Relations Engineer
OFFICE

The State Highway Commission, at its meeting on July 7-8, approved the installation of traffic signals at certain intersections on the Old Oregon Trail in the city of Pendleton. There are attached six copies of a State-City agreement covering the proposed installation. These agreements have been checked and found correct.

Will you please care for the further processing of these agreements. It might be mentioned that we plan to let this installation to contract at the bid letting on August 16, 1960.

FB Crandall
F. B. Crandall
Traffic Engineer

pk
Attachments
cc: G. S. Paxson

RECEIVED
1960

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1960

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
V. R JONES

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
Old Oregon Trail - Pendleton

To:
L. I. Lindas
Chief Counsel
OFFICE

NOTED
C. G. SWENSON

The State Highway Commission, at its meeting on July 7-8, approved the installation of traffic signals at certain intersections on the Old Oregon Trail in the city of Pendleton. Will you please prepare the necessary State-City Agreement.

1. The highway involved is the Old Oregon Trail, Hwy. No. 6 (US30) which in this section of Pendleton, is routed over a one-way couplet, with Court Avenue carrying westbound and Dorian Avenue carrying eastbound traffic.

2. The intersections involved are as follows:

   SW Court Avenue and SW Tenth Street

   SW Dorian Avenue and SW Tenth Street

   SW Court Avenue and SW Seventh Street

   SW Dorian Avenue and SW Seventh Street

   SW Court Avenue and SW Fourth Street

   SW Dorian Avenue and SW Fourth Street

   SW Court Avenue and SW First Street

   SE Court Avenue and SE Third Street

   SE Dorian Avenue and SE Third Street

3. It is planned to install an inter-connected traffic signal installation at the above mentioned intersections as shown on the attached plan.

RECEIVED
[illegible] 1960
ENGINEER
COUNTY & CITY [illegible]

4. The installation is estimated to cost $40,000.

5. The State shall make the installation and in the first instance, pay all costs thereof. The final cost shall be shared between the City and the State as outlined below.

6. In the northwest quadrant of the intersection of SE Court Avenue and SE Third Street and in the northwest quadrant of SW Court Avenue and SW First Street extra length poles will be installed the joint support of traffic signals and City luminaire units. This work is estimated to cost $200. and a total cost of such extra work shall be borne solely by the City of Pendleton.

7. The City, when returning the signed agreements, shall submit its check for $20,100.

8. The City shall obtain permission from local utility companies for all utility pole attachments necessary for the completion of this project.

9. The City shall agree to construct portions of curbs to provide pole protection at the following locations:

   Northwest quadrant of SW Court Avenue and SW Fourth St.

   Northeast quadrant of SW Court Avenue and SW Seventh St.

10. The City shall maintain the traffic signals after installation and pay for all electrical energy consumed. The City shall make no changes in the programming for the signals established by the State without prior approval in writing by the State.

11. It is agreed between the two parties of this contract that at such time as the material installed under this agreement is in need of replacement, the cost of such replacement shall be shared on the same basis as the original installation.

If after preparation, you will submit the agreements to this office, we will check them and care for further processing.

F. B. Crandall
Traffic Engineer

VPJ:pk
cc: G. S. Paxson
C. G. Swanson

S-459(1) Neawanna Creek Bridge on 1960
#5780 12th Ave. Seaside

ClA
2270
8.22.60

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/20/61	00-693	C. G. SWEN	501-1089-297

NOTED
V. R. JONES

INVOICE NUMBER
70071

Contract 5[illegible]
S-459(1)

Clatsop County
Astoria, Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Neawanna Creek (12th Avenue) Bridge, FAS 607, covered by agreement dated August 19, 1960			
Original Advance Deposit		$ 10,800.00	
Less amount previously transferred		8,600.00	$ 2,200.00
County share cost as per attached statement		9,957.03	
Less amount previously transferred		8,600.00	1,357.03
To be refunded			$ 842.97

RECEIVED
JUN 21 1961
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150 (REVISED 7-60)

FORM S-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 21, 1961

Clatsop County Court
Courthouse
Astoria, Oregon

File

Gentlemen:

Final costs are now available on Svenson Slough (Ferris Creek) Bridge, Contract No. 5581, on FAS 755 and on the Neawanna Creek (12th Avenue) Bridge on FAS 607 as shown in the attached cost statements. In accordance with the agreement dated January 25, 1960, for the Svenson Slough Bridge, a refund of $813.72 is due the County; and by the agreement dated August 19, 1960, for the Neawanna Creek Bridge, a refund of $842.97 is due the County. These refunds will be made by means of checks from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V R Jones
V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Att.

S-449(1)

W. C. Williams

Woodell Lane Section
Contract No. 3724

RECEIVED
MAR 6 1961
FOR FILING

FINAL COST ANALYSIS
Grading and Oiling
Contractor: Vernie Jarl
Resident Engineer: Thomas Bradd

February 27, 1961
Woodell Lane Road
Prefix No. 531-1051

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excav., Unclass.	53.93	Cu. Yd.	3.00	2.39	129.41	161.79
General Excav., Unclass.	3,851.50	Cu. Yd.	1.00	0.80	3,080.31	3,851.50
Short Overhaul	13,817.00	Yd. Sta.	0.01	0.008	110.50	138.17
Long Overhaul	553.60	C-Yd. Sta.	0.40	0.32	177.10	221.44
Finish Roadbed & Slopes	3.99	Mile	600.00	479.99	1,914.64	2,394.00
12" Concrete Pipe	57.00	Lin. Ft.	3.00	2.81	160.24	171.00
18" Concrete Pipe	48.00	Lin. Ft.	4.00	3.88	186.29	192.00
24" Concrete Pipe	9.00	Lin. Ft.	6.00	5.82	52.40	54.00
Coarse Cr. Mat'l in Base	48,183.14	Ton	1.45	1.76	85,022.53	69,865.55
3/4"-0 Mat'l in Base	6,223.92	Ton	1.70	1.76	10,982.54	10,580.66
Sprinkling	1,830.60	M-Gal.	2.50	2.15	3,945.65	4,576.50
Preparation of Base	3.99	Mile	150.00	108.66	433.54	598.50
3/4"-0 Mat'l in Binder	385.00	Cu. Yd.	3.10	4.17	1,606.33	1,193.50
Furnish & Place Aggregates	2,278.00	Cu. Yd.	3.65	4.17	9,505.48	8,314.70
MC-2 Asphalt	66.96	Ton	47.50	42.15	2,822.63	3,180.60
120-150 Asphalt	176.11	Ton	44.00	39.70	6,991.69	7,748.84
RS-1 Asphalt	56.96	Ton	40.00	42.51	2,421.93	2,466.64
Force Account (State participation in flagging)					110.34	110.34
					$129,653.55	$115,819.73

	Gross Revenue	Total Cost	Net Loss	% Loss
Vernie Jarl	97,938.61	111,697.12	13,758.51	14.93
J.C. Compton Co.	17,881.12	17,956.43	75.31	.42
	$115,819.73	$129,653.55	$13,833.82	11.94

DETAIL OF COST - Contract No. 5724

Labor:			
Labor and Supervision		$ 46,992.77	
Labor Insurance		4,498.90	
Health and Welfare		885.64	
Pension		930.52	$ 53,357.83
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		40,234.58	
Gas, Oil and Grease		6,289.95	
Bond		642.43	
Home Office and General Overhead		2,269.95	
Move In		220.57	
Small Tools and Miscellaneous Supplies		335.75	50,013.23
Materials:			
12" Concrete Pipe	57 Lin. Ft. @ $1.25	71.25	
18" Concrete Pipe	48 Lin. Ft. @ $2.50	120.00	
24" Concrete Pipe	9 Lin. Ft. @ $3.75	33.75	225.00
Work done by others:			
J.C. Compton Co.		17,956.43	
Yardley Construction Co., (Drillers)		8,101.06	26,057.49
	TOTAL COST		$ 129,653.55

CRUSHING BREAKDOWN - Contract No. 5724
Work done by Vernie Jarl

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	54, 407.06	Ton	4, 905. 95	.090
Drill and Shoot	54, 407.06	Ton	7, 674. 93	.141
Feed Crusher	54, 407.06	Ton	20, 919. 86	.384
Crushing	54, 407.06	Ton	45, 242. 36	.831
Haul to Road	54, 407.06	Ton	9, 371. 81	.172
Place and Process	54, 407.06	Ton	7, 836. 41	.144
Total Cost Crush & Place	54, 407.06	Ton	95, 951. 32	1.763
Move In and Set Up	2, 663.00	Cu. Yd.	324. 17	.120
Drill and Shoot	2, 663.00	Cu. Yd.	507. 14	.190
Feed Crusher	2, 663.00	Cu. Yd.	1, 382. 32	.519
Crushing	2, 663.00	Cu. Yd.	2, 989. 47	1.120
Haul & Place in Stockpile	2, 663.00	Cu. Yd.	173. 81	.065
Total Cost in Stockpile	2, 663.00	Cu. Yd.	5, 376. 91	2.019

The crushing plant operated 556 hours for an average of 104. 3 tons per working hour.

Remarks - Contract No. 5724

This was a "Federal Aid Secondary Project" consistingof the construction of 3.99 miles of highway roadbed, involving 3,851.5 cubic yards of roadbed excavation; the construction of 3.99 miles of stone base and shoulders, involving 54,407.06 tons of crushed materials; and the construction of 3.99 miles of oil mat wearing surface, Type 0-11, with binder on the Woodell Lane Section of the Woodell Lane County Road (FAS Route 883) in Union County.

This project was bid June 1, 1960, awarded June 10, 1960 and completed September 28, 1960.

The contractor began working on this project using a #12 caterpillar grader to shape up the shoulders and roadbed. On this same date he began moving in parts of the crushing plant. The following week he began excavation work using a 977 caterpillar front end loader and two dump trucks.

Grading was carried out off and on throughout the following five weeks. While the grading was being done, the crushing plant was being set up in a State-controlled quarry located approximately 0.75 mile south and east via existing county roads from the west end of the project.

Crushing of base material was started July 25, 1960 and hauled and placed directly from the crusher to the road. The contractor had intended to crush 2"-0 material but had to change to 1-1/2"-0. The bottom course of base was completed September 2nd and change-over was then made for the 3/4"-0 base material. While producing 3/4"-0, the plant also crushed 1-1/4"-3/4" oil rock. The top base course was completed September 14th.

J.C. Compton Co., moved in the oiling crew and placed the binder on September 15th. He began placing the 0-11 mat on September 19th. The oiling spread consisted of a 1250 gallon distributor, one #112 blade, two 3-wheel, 10-ton rollers, one Hough loader, one Flaherty aggregate spreader, two 10-cubic yard dump trucks, and one Bros rubber-tired roller. The final seal was placed September 29, 1960.

The loss suffered by the contractor on this project occured in the production of crushed aggregates. This was due to the nature of the quarry material which, when shot, broke into large unusable chunks; the quarry containing a considerable amount of undesirable material; the contractor having to rescreen approximately 1,000 cubic yards of 1-1/4"-3/4" material that had been made but, because of moisture in the quarry, caused dirt to adhere; and to the necessity of having to sort material needed to feed the crushing plant.

Although the bid on this project was higher than the estimate, the bid on crushed materials was too low because of the above conditions.

M.N. Juve
Chief Cost Analyst

By G.K. Hanson

RECEIVED
JAN -5 1961
FOR FILING
[illegible]

5780

January 4, 1961

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5780 for construction of the Neawanna Creek Bridge on the Neawanna Road (FAS 607) in Clatsop County was completed by the contractor, Beebe Construction Co., on December 14, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $6,339.77 will be released to the contractor after acceptance by the Commission. The total contract amount is $47,726.32, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Beebe Construction Co.

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

S-459 (1)
5780

#

December 23, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

RE: Neawanna Creek Bridge
12th Avenue in Seaside
Contract #5780
FAP No. S-459(1)

Dear Sir:

Beebe Construction Company completed work on Contract #5780, FAP No. S-459(1), Neawanna Creek Bridge, 12th Avenue in Seaside, Clatsop County, on December 14, 1960.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: J. W. Nash
Floyd Query ✓
D. B. Parkes

D. B. Parks - P.S. Will you please secure authority from the Commission to pay the final estimate on this job.

NOTED
FLOYD QUERY

5780

9-21-60

Monthly Transaction No. RECEIVED 9-60	Fo 2 U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project Report No. FOR FILING S-459(1)	FEDERAL-AID PROJECT AGREEMENT 9-21-60	County **Clatsop**
		Project No. **S-459(1)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5780

Project termini

Co. Rd. 12th Ave. (Seaside)
(Neawanna Creek Bridge and Approaches)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**7-26-60**	**0.03**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **52,569**	Federal funds $ **31,500**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

KX **C. G. Polk**
Division Engineer

By:
R. C. Wright
Administrative Manager

Date executed by
Division Engineer **September 21, 1960**

September 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Neawana Creek (12th Ave.) Bridge (Seaside), Project No. S-459(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RHC:jb

August 26, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Neawanna Creek (12th Avenue) Bridge (Seaside), Project No. S-459(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

RHC:bb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-459(1)

NEAWANNA CREEK (12TH AVENUE) BRIDGE (SEASIDE)

ON FAS 607 SPUR IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 26, 1960

Type Code X021
Neawanna Creek Bridge (Sta. 4+44 to Sta. 6+44)(Contract No. 5780)

Remove Old Bridge	All	Required	$	$ 1,673.00
Furnish Treated Timber Piling	2,835	lin.ft.	1.50	4,252.50
Drive Piles	63	only	98.60	6,211.80
Treated Timber in Place	4.5	M-fbm	355.55	1,599.98
Class "A" Concrete (288 cu.yd.)	All	Required		17,304.00
Metal Reinforcement(88,000 lb.)	All	Required		13,081.00
Metal Handrail	414	lin.ft.	8.86	3,668.04
	Subtotal			$47,790.32
	10% Engr. & Cont.			4,778.68
		Total		$52,569.00

Length of Structure - - - - - - 0.038 Mile

Federal Funds -	$31,500.00
State Funds -	10,534.50
County Funds- -	10,534.50
	$52,569.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Clatsop County with the Highway Department.

FORM E-133

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
SEP - 1960
FOR FILING
5-459(1)
5780

September 7, 1960

Beebe Construction Company
2134 North Flint
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 5780, awarded August 19, 1960, for construction of Neawanna Creek Bridge on 12th Street (Seaside) on Neawanna (FAS 607) Hwy, in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.
rm

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9/6/60	cc 646		504-1089-297

NOTED
H. S. COX

INVOICE NUMBER

66486

Clatsop County
Astoria, Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$10,800.00
Partial transfer county advance deposit for Neawanna Creek (12th Avenue) FAS 607 Spur. Covered by agreement dated August 19, 1960.			8,600.00
To be retained			$ 2,200.00

ACKNOWLEDGMENT OF BILLING REQUEST

A 150 (REVISED 7-60)

NOTED
H. S. COX

NOTED
C. G. SWENSON

August 25, 1960

NOTED

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $10,800 for construction of the Neawanna Creek Bridge on FAS 607 Spur.

Contract #5780 has been awarded to Beebe Construction Company of Portland.

Enclosed are a copy of the contract for your files and also another set of plans. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

HC:CS:mm
Encl.

NOTED
C. G. SWENSON

August 26, 1960

Mr. Robert B. Shefler
Clatsop County Engineer
Courthouse
Astoria, Oregon

Dear Mr. Shefler:

This is in regard to the closure of 12th Street during construction of the Neawanna Creek Bridge on FAS 607. You will note on page two of the special provisions under the heading "Scope of the Work" it states that "12th Street will be closed to traffic at the bridge site during the period of construction."

The normal procedure in cases such as these is that the county installs the proper "Road Closed" and "Detour" signs at the road junctions nearest each end of the bridge with possibly some sort of a partial barricade which traffic can circumvent when necessary to go past these junction points. At the immediate ends of the structure it would be the contractor's responsibility to place the proper barricades to protect the traveling public as well as his work, equipment, and workmen.

A copy of the contract was mailed to the County Court yesterday and should be in their hands today.

I am enclosing a set of plans and specifications for your files.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm
Encl.

cc: J. D. Walker

14

RECEIVED
[illegible] 1960
FOR FILING

FAP-S-409 (1)

57(4)

August 24, 1960

County Court of Clatsop County
Court House
Astoria, Oregon

Gentlemen:

We are enclosing for the records and files of Clatsop County a fully executed copy of an agreement between the State Highway Commission and Clatsop County covering the construction of the Neawanna Creek (12th Ave.) Bridge on FAS 607 spur in Clatsop County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
[illegible] 1960
FOR FILING

3-451(1)

5780

8-26-60

MISC. CONTRACTS and
AGREEMENTS No. 2270

Salem, Oregon
August 24, 1960

FAS Project Agreement
Clatsop County

Mr. C. G. Swenson
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a conformed copy of an agreement with Clatsop County covering the construction of the Neawanna Creek (12th Ave.) Bridge on FAS 607 spur in Clatsop County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Clatsop County.

Secretary

rn
Attach: 1

FORM E-30X---50M---2-59---19180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1960

SUBJECT: FAS Project Agreement
Clatsop County

To: G. S. Paxson

Attached are three copies of an agreement covering the construction of the Neawanna Creek (12th Ave.) Bridge on FAS 607 spur in Clatsop. Two copies of the agreement have been executed by the County and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on 3/5/59.

JDG:ge
Attach.

John D. Graham
Office Engineer

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

3-5-59 Min. page 28
Floyd Query

NOTED
V. R. JONES

NOTED
C. G. SWENSON

Salem, Oregon
August 19, 1960

NOTED
H. S. COX

Mr. C. H. Maison
Auditor
Building

Advance Deposit
FAS 607, Clatsop County

NOTED
Harold C. Ayers

Attached is Clatsop County's check in the amount of $10,800 representing the county's advance deposit for construction of the Neawanna Creek Bridge, FAS 607 spur.

The project is now clear for awarding a contract.

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

cc: Ivan D. Merchant
(Attention: C. A. Gardner)

Clatsop County

ASTORIA, OREGON

GUY BOYINGTON, COUNTY JUDGE
VERNE STRATTON, COMMISSIONER
WALTER H. NELSON, COMMISSIONER
MARY HAY, CLERK
CARL B. BONDIETTI, SHERIFF
THOMAS E. BROWNHILL, DIST. ATTY.

CHAS. M. JOHNSON, DISTRICT JUDGE
BEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
RAYMOND O. LUCE, CORONER
EMIL BERG, ASSESSOR

August 18, 1960

Mr. W. C. Williams,
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: H. S. Cox,
Assistant County & City Relations Engineer

Gentlemen:

Your letter of August 17, with reference to a satisfactory bid from Beebe Construction Company of Portland, Oregon, for construction of the Neawanna Creek Bridge, FAS 607 spur, was received this morning.

We are enclosing to you herewith the County Advance Deposit, which is 20% of the Estimated Total Cost of $53,764.11, by Clatsop County Warrant No. 92984, made payable to the Oregon State Highway Commission in the amount of $10,800.00, enabling you to award a contract for this project.

Very truly yours,

Helen C. Griffith

(Mrs.) Helen C. Griffith,
Secretary to County Court

HCG
Encl - 1

NOTED
C. G. SWENSON

NOTED
H. S. COX

August 17, 1960

NOTED
Harold C. Ayers

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
V. R. JONES

Gentlemen:

On August 16, a satisfactory bid was received from Beebe Construction Company of Portland, Oregon, for construction of the Neawanna Creek Bridge, FAS 607 spur. As per agreement between county and state, the following advance deposit is required of the county prior to awarding of a contract:

Bid Items	$47,790.32
Anticipated additional items (none)	—
	$47,790.32
Engineering & contingencies (12½%)	5,973.79
Estimated Total Cost.	$53,764.11
County Advance Deposit 20% of $53,764.11	$10,800.00

Please make this advance deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $10,800, forwarding same to this office. Upon receipt of the deposit a contract can be awarded for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

HS Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

NOTED
H. S. COX

NOTED
Harold C. Ayers

August 1, 1960

Clatsop County Court
Courthouse
Astoria, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Neawanna Creek 12th Ave. Bridge project on F.A.S. 607 spur.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $56,600; however, the low bid received plus 12½% for engineering and contingencies will be the basis for the County's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than August 10.

It is presently planned to accept bids for this project on August 16th.

Very truly yours,

W. C. Williams
State Highway Engineer

By H. S. Cox
Assistant County & City Relations Engineer

HSC:ge
Encl.

NOTED
H. S. COX

MEMO TO J. W. NASH
7/14/60

NOTED
Harold C. Ayers

FAS 607 (12th Street Spur), CLATSOP COUNTY

TERMINI: Bridge over Neawanna Creek on 12th Street immediately east of Seaside.

PROPOSED WORK: Construct one concrete bridge and approaches.

PROJECT LENGTH: 0.038 mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$75,000	$45,000	$15,000	$15,000 (Co.)

EXISTING FACILITIES: 400' long pile trestle wooden bridge.

ADJACENT SECTIONS: 20' wide bituminous wearing surface on 24' roadbed.

PROJECT DATA: Construct a concrete precast beam, poured in place deck bridge on pile trestle 200' long, 26' horizontal clearance, and with sidewalks on each side. Project shall include removal of old bridge and construction of approaches through leveling course. Clatsop County will place a 22' oil mat wearing surface with 4' shoulders.

ROW:	40' minimum
MINIMUM DESIGN STANDARDS:	No exceptions
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
UNUSUAL OR COMPLICATED SITUATIONS:	None

FAS 607 serves as a connection between FAS 607 and FAP 2.

HSC:mm

CLATSOP COUNTY
PROPOSED PROJECT

FAS 607 (Spur), Neawanna Creek (12th Street) Bridge Section, $25,000.

This proposal is for the provision of additional funds to supplement the $36,000 approved for this bridge by the Highway Commission on March 5, 1959.

60-f
7/18/60

Comm approved 8/18/60

NOTED
C. G. SWENSON

NOTED
H. S. COX

June 8, 1960

Mr. Robert B. Shefler
Clatsop County Engineer
Courthouse
Astoria, Oregon

Re: Neawanna Creek Bridge
12th Avenue (East of Seaside)
FAS 607

NOTED
Harold C. Ayers

Dear Mr. Shefler:

In reply to your telephoned request regarding Neawanna Creek Bridge, enclosed is drawing #15021 which gives the stations of the bridge ends. Please note that the embankment end slopes are also drawn in. This vicinity map and profile is, I believe, a copy of the original that you returned to this office.

Also enclosed is drawing #15199 which is a portion of the final plans as drawn by our bridge division.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

RECEIVED
FORM E 30X—50M—6-58—13046
FOR FILING
5-459 (1)
5980

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1960

SUBJECT: Neawanna Creek (12th Street) Bridge
FAS 607, Clatsop County

To: Mr. Ivan Merchant
OFFICE

Due to shortage of county finances, the Clatsop County Court has requested that bids be accepted for the subject-named project in July, 1960, rather than March as presently scheduled.

John F. Hagemann
John P. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: G. S. Paxson
R. L. Porter

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

G. S. PAXSON

Clatsop County

ASTORIA, OREGON

GUY BOYINGTON, COUNTY JUDGE
VERNE STRATTON, COMMISSIONER
WALTER H. NELSON, COMMISSIONER
MARY HAY, CLERK
CARL B. BONDIETTI, SHERIFF
THOMAS E. BROWNHILL, DIST. ATTY.

CHAS. M. JOHNSON, DISTRICT JUDGE
BEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
RAYMOND O. LUCE, CORONER
EMIL BERG, ASSESSOR

January 22, 1960

RECEIVED
JAN 25 1960

State of Oregon
State Highway Department
Salem, Oregon

Attention: John F. Hagemann,
Assistant County & City Relations Engineer

Gentlemen:

With reference to taking bids on the Neawanna Creek (12th Street) Bridge on FAS 607, we wish to postpone the taking of such bids at least until after July 1, 1960.

Very truly yours,

CLATSOP COUNTY COURT

By, Guy Boyington, County Judge

By, Verne Stratton, Commissioner

By, Walter H Nelson, Commissioner

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

NOTED
John F. Hagemann

January 21, 1960

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
JOHN D. GRAHAM

Gentlemen:

Prior to taking bids on the Svensen Slough Bridge on FAS 755, Clatsop County had an uncontracted balance of FAS funds totaling $91,000 (includes federal, state, and county funds). After deducting the estimated total cost for the Svensen Slough Bridge of $50,000, there remains an uncontracted balance of $41,000 available for the Neawanna Creek (12th Street) Bridge on FAS 607. Our bridge division estimates the Neawanna Creek Bridge will cost $55,000.

File

In accordance with our standard policy and procedure, the county would be required to pay all costs in excess of the $41,000 available FAS funds if we proceeded to take bids on the Neawanna Creek Bridge at our next bid letting (March 1). Based on the estimated cost of $55,000 this would result in the county's share being as follows:

Estimated Total Bridge Costs	$55,000
Less	41,000
100% County Money	$14,000
Plus 20% of $41,000	8,200
TOTAL COUNTY SHARE	$22,200

This county share shown above is, of course, based on the presently estimated cost; however, if we proceed with the project, the county's share would be figured in the same manner using the low bid received plus 12½% for engineering and contingencies as the estimated total bridge cost.

If the county does not wish to proceed with this project until sufficient FAS funds are available to cover the entire cost, we could postpone taking bids until the next fiscal-year FAS funds become available. It is estimated this would be approximately January 1, 1961, dependent, of course, on legislation passed by this session of Congress.

A third alternate would be to postpone the bid letting until

July of this year in the event you wished to use county funds from the next county budget. In this event, the county's share would be figured in the same manner as stated in paragraph 2.

It would be appreciated if you would consider this matter and advise this office as soon as possible as to the county's wishes.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

NOTED
Harold C. Ayers

NOTED
[illegible]

NOTED
C. G SWENSON

June 8, 1959

NOTED
[illegible]

Mr. Robert B. Shefler
Clatsop County Engineer
Astoria, Oregon

FAS 607

Dear Mr. Shefler:

Your suggestion of employing partial bulkheads to reduce the length of the Neawanna Bridge (12th Street) was discussed with Mr. Merchant, Highway Department Bridge Engineer, at some length. Mr. Merchant advised that our bridge division has not used bulkheads in bridge design for a good many years as past experience has shown there is little difference in the initial cost of bulkheads as against the extra length of bridge involved with a 1-1/2:1 slope fill. Also, maintenance problems have developed in many instances where bulkheads were used which more than offset any difference in initial construction costs.

In view of the above we would very much prefer to utilize a standard highway department bridge design for this county FAS bridge as we would if it were a state highway bridge.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

Clatsop County

ASTORIA, OREGON

GUY BOYINGTON, COUNTY JUDGE
VERNE STRATTON, COMMISSIONER
WALTER H. NELSON, COMMISSIONER
MARY HAY, CLERK
CARL B. BONDIETTI, SHERIFF
THOMAS E. BROWNHILL, DIST. ATTY.

CHAS. M. JOHNSON, DISTRICT JUDGE
BEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
RAYMOND O. LUCE, CORONER
EMIL BERG, ASSESSOR

June 2, 1959

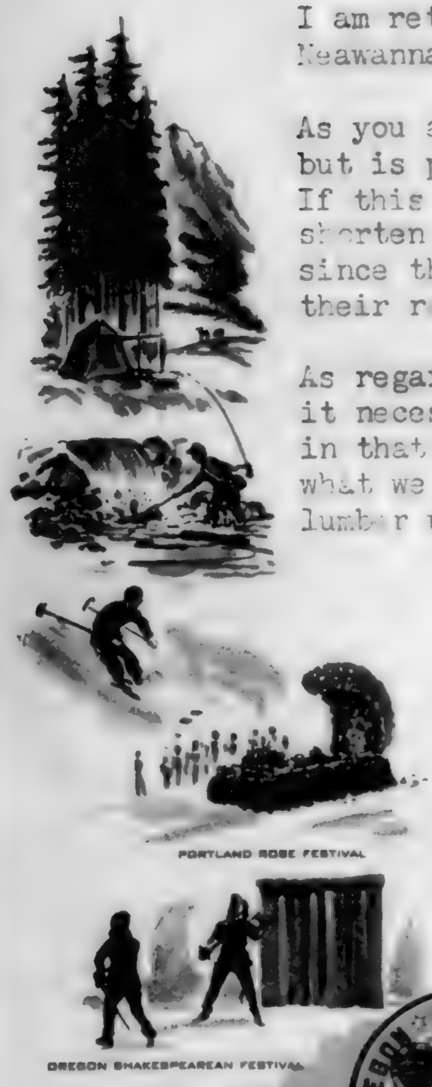
Oregon State Highway Dept.,
John F. Hagemann,
Ass't City & County Relations Engr.,
Salem, Oregon.

Dear Mr. Hagemann:-

I am returning herewith preliminary lay-out sheet for the proposed Neawanna Bridge at Seaside. Its location fits the ground very well.

As you are aware the bridge upstream at Broadway is 180 feet long but is partially bulkheaded at each end to provide adequate channel. If this bridge could be partially bulkheaded it would be possible to shorten it one panel. If that was done it should be on the East end since the City of Seaside is expected to make the west end fill and their responsibility ends at low water as is now laid out.

As regards disposal of old structure, it is possible that we will find it necessary to reinforce the old bridge before construction starts and in that event it will be necessary to use treated lumber since that is what we have on hand. We would of course like to have any treated lumber we may place in the old bridge for repair saved for our account.



Very truly yours,

Robt B Shefler

Robt B. Shefler,
County Engr.

Copy of ltr. and map to Merchant 6/3/59
[illegible]

RECEIVED
JUN 3 1959

OREGON 100th ANNIVERSARY CELEBRATION
ASTORIA
FISHING CAPITAL OF THE NORTHWEST
PENDLETON ROUNDUP

Dr 15021

NOTED
NOTED C. G. SWENSON
Harold C. Ayers

May 29, 1959

Mr. Robert B. Shefler
Clatsop County Engineer
Astoria, Oregon

Dear Mr. Shefler:

Enclosed is a preliminary lay-out sheet for the Neawanna Creek (12th Avenue) Bridge on FAS 607. It would be appreciated if you would examine this drawing and advise this office whether or not it is satisfactory. If you have any suggested revisions, please forward them to this office also.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:eg

Encl.

FORM H-30 80M 8-57—6583

MA[illegible] 1959
COUNTY & CITY [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1959

SUBJECT: Proposed Neawanna Creek Bridge
Bridge No. 8713

To:

Mr. Clarence Swenson
County and City Relations Engineer
OFFICE

Attached please find one print of Drawing No. 15021, being the vicinity map and profile for the proposed Neawanna Creek Bridge in Seaside.

The proposed span arrangement has been indicated on the profile as has the fill approaches. A typical cross-section of the roadway has also been penciled in on this drawing.

This drawing is sent you so that it may be sent to the County Court for their concurrence in the structure length with fills, and proposed roadway and sidewalks. Also attached is one print of Drawing No. 15022, the vicinity map for the proposed Svenson Island Bridge Replacement. The revised center line for the proposed replacement structure is indicated on this plan.

To Ray
Arbury
5/29/59
JH.

You requested this print so that it could be sent to the field to have the right-of-way descriptions made up and to indicate to the County our proposal for the new bridge center line. The center line is so positioned that the existing bridge can be used to carry traffic during construction, and at only during the construction of the south bent will it be necessary to restrict traffic on the existing bridge. Our specifications will require that this restricted traffic period shall be held to a minimum.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

IDM/mm

Attached

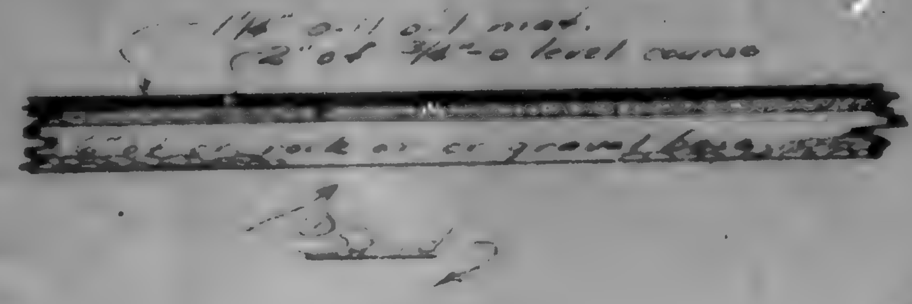
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

[illegible] Highway [illegible] 37 ✓ County [illegible] Prefix [illegible]
Engr. [illegible] Hall Length of Project ___ Miles. Sta. ___ to Sta. ___ Date [illegible]

TYPICAL SECTIONS Traffic Classif. - Light



To [illegible] placed by
[illegible] Project

To be placed by
County.
State Project

Typical So.
[illegible]

26 [illegible]
[illegible] PI
6 % P200
4 % Silt
2 % Clay
85 "R" Value

Required Base & Wear		Designed Base & Wear	
Crushed	Not Crushed	Exist. Surf. Allow.	New Work
1½"			

NOTED
V. R. JONES

RECEIVED
MAY 1 1959
ENGINEER
COUNTY & CITY RELATIONS

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be [illegible]
Suitable material source is to be determined by the Engineer.											

Submitted by H. L. Decker
[illegible]
[redacted]

Recommended by L. H. [illegible]
Asst. Construction Engineer

Recommended by [illegible]
[illegible]neer of [illegible]

Approved by [illegible]
Deputy State [illegible]

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

NOTED
C. G. SWENSON

FORM E-30 50M 11-58 15990

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAR 20 1959
[illegible]

Salem, Oregon
March 19, 1959

SUBJECT: Svensen Island (Ferris Creek) Bridge
Neawanna Creek (12th Street) Bridge
Clatsop County F.A.S. Projects

To: Mr. Tom Edwards
Construction Engineer
Office

Herewith the following data on the subject projects:

1 Book of Field Notes -(Svensen Island Bridge)
1 Book of Field Notes (Neawanna Creek Bridge)
1 Copy of a letter from Clatsop County regarding approaches to bridges
1 Copy of letter from the Resident Engineer regarding water elevations at bridge sites

These are both approved County F.A.S. Projects. The field work has been completed on them partially by the County Engineer and partially by our Resident Engineer.

If it meets with your approval, we would like to have the vicinity maps prepared in the Design Room to be submitted to the Bridge Department. This matter has been talked over with Frank Hall, who indicated he had time to do this work.

The original program was to include the approaches in the contract but according to the above-mentioned letter from Clatsop County, they would prefer to contract the bridge construction only, with them performing necessary work in constructing the approaches.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Ivan Merchant
Mr. C. G. Swenson
Mr. ~~[illegible]~~ Probert

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
March 13, 1959

SUBJECT: Proposed FAS Projects
Clatsop County

To:

Mr. J. D. Walker
Division Engineer
Office

Herewith two books of field notes covering alignment, profiles and cross sections on the two proposed FAS projects, Svensen Island (Ferris Creek) Bridge and Neawanna Creek (12th Street) Bridge.

The proposed grade for the Svensen Island Bridge would be the same as now existing and the new structure would be located 30 feet downstream and parallel to the existing bridge. The water line now installed on the upstream side of the existing bridge will be relocated by others. Extreme high water in this area appears to be about elevation 7.1 (M.S.L.).

The grade and alignment for the 12th Street Bridge would be the same as now existing. According to County data, extreme high water is about elevation 9.0 (M.S.L.). Also according to County data the gross area under the S.P.& S. R.R. bridge on Neawanna Creek is approximately 1160 square feet and the gross area under the Broadway Bridge (length 140 feet) is approximately 1200 square feet.

I am also enclosing herewith a copy of a letter from the Clatsop County Engineer to Mr. John Hageman, Ass't County and City Relations Engineer, confirming the County Court's agreement to make the necessary embankment approaches to the proposed bridges.

E J Hall

E. J. Hall
Resident Engineer

Encl.

NOTED
J. D WALKER

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Salem, Oregon
March 17, 1959

Clatsop County FAS Projects
Approved 3/5/59

Mr. Tom Edwards
OFFICE

NOTED
John F. Hagemann

NOTED
V. R. JONES

Clatsop County has requested that the Svensen Island Bridge, FAS 755, and the Neawanna Creek (12th Street) Bridge, FAS [illegible]7, projects be revised to include the structures only. Clatsop County will construct required road approaches.

The projects as originally requested and approved provided for constructing bridges and road approaches under the FAS projects.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: G. S. Paxson
Ivan Merchant
F. G. O'Neil
Vic Wolfe
Frank Hall
J. D. Walker

GUY BOYINGTON, COUNTY JUDGE
VERNE STRATTON, COMMISSIONER
DONALD G. MALARKEY, COMMISSIONER
MARY HAY, CLERK
PAUL KEARNEY, SHERIFF
THOMAS E. BROWNHILL, DIST. ATTY.

Clatsop County

BEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
RAYMOND O. LUCE, CORONER
EMIL BERG, ASSESSOR

ASTORIA, OREGON.

March 10, 1959

Oregon State Highway Dept.,
Mr. John F. Hagemann,
Ass't County & City Relations Engr.,
Salem, Oregon.

FAS [illegible]

Gentlemen:-

The Clatsop County Court has directed me to inform you that they are agreed that Clatsop County will make the necessary embankment approaches to the two bridges now being planned under the Federal-State Aid, the bridge at Svensen Island and the bridge at 12th Avenue, Seaside.

The County Court requests that alternate plans for an all timber structure be prepared for the Svensen site and bids called therefor. They are convinced as is the writer and a local contractor that a timber structure using all pressure treated timber, piling, caps, stringers and deck can be built at this site for less than half the estimated $60,000 mentioned for a concrete structure.

Very truly yours,
Robt B Shefler
Robt B. Shefler,
County Engr.

RECEIVED
MAR 16 1959
ENG[illegible]
COUNTY & [illegible]

NOTED
V. R. JONES

NOTED
C. G. SWENSON

March 9, 1959

NOTED
Harold C. Ayers

Clatsop County Court
Courthouse
Astoria, Oregon

File No. 755

Gentlemen:

On March 5 the Highway Commission approved the county FAS projects as described in the attached tabulation which is believed to conform with the county's request.

We have recently been advised by Mr. Walker, Highway Department Division Engineer, that it was his understanding the county wished to revise these projects to provide for constructing of the bridges only with FAS funds with Clatsop County performing any required road approach work. It would be appreciated if you would advise this office by letter whether or not this is correct.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant Engineer, County & City Relations

JFH:mm
Att: 59-b

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
G. SWENSON

Salem, Oregon
March 5, 1959

SUBJECT: Authority for Survey
Neawanna Creek Bridge
Clatsop County FAS 607 file

To: Mr. Tom Edwards
Construction Engineer
Office

Herewith Authority for Survey covering the preparation of plans and estimate on the subject section. This project is to cover bridge construction only. The County is to construct the approaches.

The original data from the County and City Relations Section was for the bridge construction plus the construction of the approaches. The County Court has decided they would rather place all monies in bridge construction and do the grading work themselves. Most of the field work has been done by the County but there will have to be miscellaneous additional field work on this section.

Attached is a location prospectus covering the subject section. This project is to be presented to the Commission at their meeting March 5 and 6.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc County and City Relations

RECEIVED
MAR 6 1959
COUNTY & [illegible]

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
February 17, 1959

Proposed County FAS Projects
FAS 755 and 607
Clatsop County

File

Mr. Tom Edwards
OFFICE

NOTED
John F. Hagemann

Enclosed are four copies of a tabulation, with map attachments, describing two bridge projects requested by Clatsop County for construction with Clatsop County FAS funds.

These projects will be presented to the Highway Commission for approval at its March 5 & 6 meeting.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Att. 59-2
cc: Bridge Div.
Div. II
Soils Div.

NOTED
JOHN D. GRAHAM

CLATSOP COUNTY
PROPOSED PROJECTS

FAS 755 - Svensen Island (Farris Creek) Bridge Section, $60,000. This bridge is located approximately 0.5 mile north of the junction at Svensen of FAS 755 with FAP Route I (Columbia River Highway). The existing bridge carries highway department inventory No. 11154.

The proposed project is to replace the existing 304' long timber bridge with a new structure having a roadway width of 20'. The new bridge is to be located west of and adjacent to the present bridge so that the present bridge can carry traffic during construction. The FAS project will be for the structure, including removal of the existing bridge (no salvage), and road approaches as required. Road approaches would be constructed through a 24' crushed rock or gravel wearing surface.

FAS 607 (Spur) - Neawanna Creek (12th Street) Bridge Section, $36,000. This bridge is located at the crossing of 12th Street over the Neawanna Creek immediately east of Seaside.

The proposed project is to replace the existing 400' timber bridge with a new structure having a roadway width of 26' and with sidewalks on each side. Mr. Shefler, County Engineer, is of the opinion the new bridge can be shortened to approximately a 200' length. The FAS project will be for the structure, including removal of the existing bridge, and road approaches through the levelling course. Clatsop County will place a 22' wide oil mat with 4' shoulders upon completion of the FAS project. The road can be closed during construction.

Mr. Robert Shefler, County Engineer, should be contacted prior to making the surveys as he has some survey data which will be made available.

The presently estimated balance of unprogrammed FAS funds available to Clatsop County is $96,000. The Svensen Island bridge is to be constructed first, with the unused balance of funds to be applied on the 12th Street bridge. Additional funds for this 12th Street bridge will be required prior to construction.

Approved 3/5/59

2/13/59
(59-b)

S-378(3) Butte Creek & Calapooya River 1960
S-461(1) Bridges, Brownsville-Morgan
#5781 School Road.

CIA
2268
5-16-6

RECEIVED
MAY 18 1964

FOR FILING

THE Glens Falls GROUP
INSURANCE WITH INTEGRITY
PACIFIC DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

PORTLAND OFFICE
901 SOUTH EAST OAK STREET
TELEPHONE: BELMONT 5-8603
PORTLAND 14, OREGON

May 13, 1964

Office of the Secretary
Oregon State Highway Commission
Salem 10, Oregon

File No. 73CB 54506K 73CB 45941
73CB 43840 73CB 45952K
73CB 44267 73CB 54941K
73CB 44268 73CB 44389

Principal: H. G. Carl Construction Company

File Contract 5781 - H. G. Carl Const. Co.
Contract# 5797 - H. G. Carl Const. Co.
Contract# 5819 - Stanley Hill

Gentlemen:

Your letters dated May 4 regarding H. G. Carl Construction Company and various claims filed with the Secretary of State by Oregon-Washington Carpenters Employees Health and Welfare Trust Fund, have been received.

This is to advise that no claims were ever made by the above filing claimant within the statutory period nor any suits filed on behalf of them within the statutory period allowed under our Oregon statutes for the filing of such claims. Had they been, I am not at all sure whether these claims would be proper and payable under our bonds but needless to say, we are not honoring these claims because of the above reason and for any others that may appear.

This is for your file information and to acknowledge your notice of the above matters.

Very truly yours,

R. L. Metcalf

R. L. Metcalf
Claims Manager

Lc,
for your info

RLM/ks

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

9

RECEIVED
MAY 5 - 1964

FOR FILING

538(3)

5781

May 4, 1964

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Attached is a copy of a claim in the amount of $95.32 which has been filed with the Secretary of State by The Oregon-Washington Carpenters-Employers Health and Welfare Trust Fund for labor furnished to H. G. Carl Construction Company.

This appears to be in connection with State Highway Contract No. 5781 with H. G. Carl Construction Company for construction of the Butte Creek Bridge & Calapooya River Bridge on the Brownsville-Morgan School Highway in Linn County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

H. G. Carl Construction Company
P. O. Box 387
Salem, Oregon

NOTED ON CARD
LC

1859

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

April 24, 1964

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Sir:

We have received from Ronald B. Lansing, c/o Bailey, Swink, Haas and Seagraves, Attorneys at Law, 617 Corbett Building, Portland 4, Oregon, four notices of claim by Oregon-Washington Carpenters-Employers Health and Welfare Trust Fund for the employees of Henry G. Carl, Sr., and H. Gordon Carl, Jr., dba H. G. Carl Construction Company, being beneficiaries of said Trust Fund, who supplied labor for H. G. Carl Construction Company in the sums as follows:

Sum	Our File No.	Job
$212.99	4076	Santiam River Overflow — #5797
95.32	4077	Butte Creek Bridge — #5781
82.12	4078	Emile Creek ([illegible]) U.S. Forest Service
95.54	4079	Blizzard Gap Bridge — #5819

against the bonds taken from H. G. Carl Construction Company, principal and Glens Falls Insurance Company, surety.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING,JR.
Secretary of State

By Inger J. Henrikson
(Miss) Inger Henrikson
Public Records Section

IH:FK
Enc.

NOTED
FLOYD QUERY

RECEIVED
APR 28 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

PAUL T. BAILEY
DON G. SWINK
HARL H. HAAS
CHARLES H. SEAGRAVES

RONALD B. LANSING

BAILEY, SWINK, HAAS AND SEAGRAVES
ATTORNEYS AT LAW
617 CORBETT BUILDING
PORTLAND 4, OREGON
222-1319

SOUTHERN OREGON OFFICE
CHARLES H. SEAGRAVES
223 S.E. H STREET
GRANTS PASS, OREGON
GREENWOOD 6-6806

April 23, 1964

NOTICE OF CLAIM

TO: The State of Oregon, acting by and through the State Highway Commission -

Notice is hereby given that the undersigned, Oregon-Washington Carpenters-Employers Health and Welfare Trust Fund, has a claim for the employees of Henry G. Carl, Sr., and H. Gordon Carl, Jr., doing business as H. G. Carl Construction Company, being beneficiaries of said Trust Fund, who supplied labor for H. G. Carl Construction Company in the sum of $95.32 against the bond taken from H. G. Carl Construction Company, as principal, and Glens Falls Insurance Company, as surety, for the work on the Butte Creek Bridge job.

THE OREGON-WASHINGTON CARPENTERS-
EMPLOYERS HEALTH AND WELFARE TRUST FUND

BAILEY, SWINK, HAAS and SEAGRAVES

by Ronald B. Lansing
Ronald B. Lansing

RECEIVED
APR 24 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

File # 4077

FILED
APR 24 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
V. R JONES

NOTED
H. S. COX

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-29-62	CC 733		522-1003-297

INVOICE NUMBER 73108

RECEIVED
JAN 29 1962
ENGIN
COUNTY & CITY RELATIONS

Contract 5781
S-378(3) + S-461(1)

NOTED
DON HARWELL

Linn County Court
Courthouse
Albany, Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Butte Creek & Calapooyia River Bridges FAS's 770 & 771. Covered by Agreement dated August 4, 1960.			
Original Advance Deposit		$7,250.00	
Less amount previously transferred		5,750.00	$1,500.00
County share cost as per attached statement		6,615.57	
Less amount previously transferred		5,750.00	865.57
			634.43
To be refunded			

ACKNOWLEDGMENT OF BILLING REQUEST

By

A 150 (REVISED 7-60)

NOTED
Harold C. Ayers

[redacted]

NOTED
H. S. COX

NOTED
V. R. JONES

January 29, 1962

NOTED
DON HARWELL

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

Final costs are now available on the Butte Creek and Calapooyia River Bridges, FAS 770 & 771, under agreement dated August 4, 1960, as shown in the enclosed cost statement.

In accordance with the agreement, a refund of $634.43 is due the County in connection with this project. This refund will be made by our accounting division within the next few days.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Verne R. Jones
Verne R. Jones
County & City Relations Field Engineer

VRJ:eb
Encl.

NOTED
JOHN D. GRAHAM

RECEIVED
JAN 23 1961
FOR FILING

S-378(3)
S-467(1)
5781

January 20, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5781 for construction of the Butte Creek Bridge and Calapooya River Bridge on the Brownsville-Morgan School Road (FAS 770) and Boston Mill Road (FAS 771) in Linn County was completed by the contractor, H. G. Carl Construction Co., on December 15, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $2,890.49 will be released to the contractor after acceptance by the Commission. The total contract amount is $32,012.74, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Ins. Agency
1980 Fairgrounds Road
Salem, Oregon

cc: H. G. Carl Construction Co.,
P. O. Box 387
Salem, Oregon

14

RECEIVED
DEC 29 1960

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

S-378(3)

5781

December 27, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

RE: Calapooya River Bridge
Contract #5781
FAP No. S-461(1)

Dear Sir:

H. G. Carl Construction Company completed work on the Calapooya River Bridge on the Boston Mill Road in Linn County, Contract #5781, FAP No. S-461(1), on December 15, 1960.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: J. W. Nash
Floyd Query
D. B. Parkes

NOTED ON CARD
lc

RECEIVED

FORM 2-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

S-378(3)

5781

December 27, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

RE: Butte Creek Bridge
Contract #5781
FAP No. S-378(3)

Dear Sir:

H. G. Carl Construction Company completed work on the Butte Creek Bridge on the Brownsville-Morgan School Road in Linn County, Contract #5781, FAP No. S-378(3), on December 15, 1960.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: J. W. Nash
Floyd Query
D. B. Parkes

dc

Contract 5761 9-21-60

Monthly Transmission No. RECEIVED 9-69	For -2 (9- 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
		County **Linn**
Project Report No. FOR FILING 4	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **S-378(3)**

S-378(3) S-461(1) 9-21-60

5781

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd., Butte Cr. Br., 4 mi. E. Shedd

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7-26-60	0.01
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 12,869	$ 7,700

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
State Highway Engineer
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX **C. G. Polk**
Division Engineer

By
R. C. Wright
Administrative Manager

Date executed by Division Engineer **September 21, 1960**

USComm-DC 40257

September 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Butte Creek Bridge, Project No. S-378(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMO:jb

August 26, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Butte Creek Bridge, Project No. S-378(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. W. Nash
Federal Aid Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-378(3)

BUTTE CREEK BRIDGE ON THE [illegible]-

[illegible] ROAD IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 24, 1960

Type Code X080
Butte Creek Bridge (Sta. 8+94.23 to Sta. 9+22.73)(Contract No. 57[illegible]1)

Remove Old Bridge	All Required (33%)		$ 647.16
Furnish Treated Timber Piling	840 Lin. Ft.	$ 1.30	1,092.00
Drive Timber Piles	28 only	40.00	1,120.00
Treated Timber in Place	3 M-FBM	348.00	1,044.00
23'x3' Prestressed Slabs	21 only	213.00	4,473.00
23'x4' Prestressed Slabs	6 only	261.00	1,566.00
Class "A" Concrete (16 cu.yds.)	All Required (33%)		1,5[illegible]
Metal Reinforcement (2,2[illegible] lbs.)	All Required (33%)		170.10
	Subtotal		$11,679.44
	10% Engr. & Cont.		1,189.56
	Total		$12,869.00

Length of Structure - - - - 0.013 Mile

Federal Funds -	$ 7,700.00
State Funds -	2,584.50
County Funds- -	2,584.50
	$12,869.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 3[illegible], Laws 1920;
Chap. 529, Laws 1939

Funds For Maint.: Chap. 529, Laws 1939

Note: Necessary funds have been deposited by Linn County with Highway Department.

Contract 5781

9-21-60

Monthly Transaction No. RECEIVED 9-60	Form PR-2 (9-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project Report No. FOR FILING S-374(3) S-461(1) 9-21-60	**FEDERAL-AID PROJECT AGREEMENT**	County **Linn**
		Project No. **S-461(1)**

5781

~~The State,~~ through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. Calapooya R. Br., 1.5 mi. E. Shedd

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**7-26-60**	**0.02**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **22,536**	Federal funds $ **13,500**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [illegible]
State Highway Engineer
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: [illegible]
R. C. Wright
Administrative Manager

Date executed by
Division Engineer **September 21, 1960**

September 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Calapooya River Bridge, Project No. S-461(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RWC:jb

August 26, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Calapooya River Bridge, Project No. S-461(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. W. Nash
Federal Aid Engineer

RMG:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-461(1)

CALAPOOYA RIVER BRIDGE ON THE BOSTON MILL ROAD

IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 26, 1960

Type Code X020
Calapooya River Bridge (Sta. 122+98.33 to Sta. 124+22.67)(Contract No. 5781)

Remove Old Bridge	All	Required (67%)		$ 1,314.54
Furnish Treated Timber Piling	1,260	lin.ft.	$ 1.30	1,638.00
Drive Timber Piles	36	only	40.00	1,440.00
Treated Timber in Place	5	M-fbm	348.00	1,740.00
25' (Nominal) x 3' Prestressed Slabs	50	only	229.00	11,450.00
Class "A" Concrete (25.5 cu.yds.)	All	Required (62%)		2,589.12
Metal Reinforcement (2,100 lbs.)	All	Required (65%)		315.90
		Subtotal		$20,487.56
		10% Engr. & Cont.		2,048.44
		Total		$22,536.00

Length of Structure . . . . 0.024 mile

Federal Funds	$13,500.00
State Funds	4,518.00
County Funds	4,518.00
	$22,536.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Linn County with the Highway Department.

RECEIVED
SEP 1960
FOR FILING

COMMISSIONERS
M. [illegible]CIVER, [illegible]
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

[illegible] (1)
461 (1)
5781

September 13, 1960

H. G. Carl Construction Co.,
P. O. Box 387
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5781, awarded August 19, 1960, for construction of the Butte Creek and Calapooya River Bridges on the Brownsville-Morgan School Road (FAS 770) and the Besten Mill Road (FAS 771) in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
H. S. COX

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9/6/60	cc 647		522-1003-297

INVOICE NUMBER 66487

Linn County
Albany, Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$7,250.00
Partial transfer county advance deposit for Butte Creek and Calapooya River Bridges, FAS 770 and 771. Covered by agreement dated August 4, 1960.			5,750.00
To be retained			$1,500.00

RECEIVED

ACKN

A 150 (REVISED 7-60)

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
C. G. SWENSON

August 25, 1960

Linn County Court
Courthouse
Albany, Oregon

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $7,250 for construction of the Butte Creek and Calapooya River Bridges on FAS 770 and 771 respectively. Contract No. 5781 has been awarded to H. G. Carl Construction Company of Salem.

Enclosed are a copy of the contract for your files and also another set of plans. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HC:CS:mm
Encl.

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

NOTED
H. S. COX

NOTED
V. R. JONES

Salem, Oregon
August 19, 1960

Advance Deposit
FAS 770 & 771
Linn County

Mr. C. H. Maison
Auditor
Building

Attached is Linn County's check in the amount of $7,250 representing the county's advance deposit for construction of Butte Creek and Calapooya River bridges on FAS 770 and 771 respectively.

This project is now clear for awarding a contract.

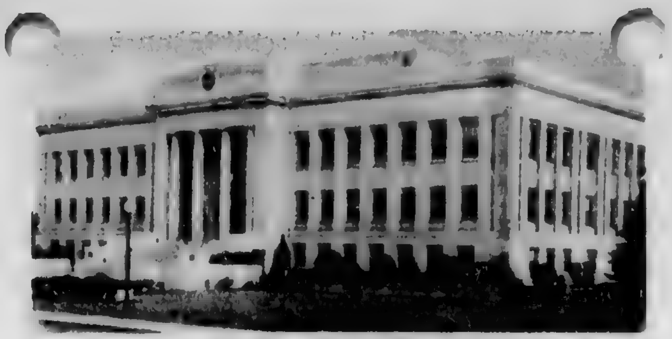
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

cc: Ivan D. Merchant
(Attention: C. A. Gardner)

FLOYD D. JENKS
COMMISSIONER

BURL INGRAM
COMMISSIONER



E. G. ARNOLD
COUNTY JUDGE, LINN COUNTY
ALBANY, OREGON

August 18, 1960

Oregon State Highway Commission
Salem, Oregon

Attention: H. S. Cox, Assistant
County and City Relations Engineer

Dear Sir:

Enclosed you will find County Warrant No. 3590 in the sum of $7,250.00, county advanced deposit of 20% of $36,210.38, same covering Butte Creek and Calapooya River Bridge on FAS 770 and 771.

Yours very truly,

Linn County Court

E G Arnold
County Judge

Floyd D Jenks
County Commissioner

County Commissioner

EGA:mh
Enc.

NOTED
V. R. JONES

NOTED
C. G. SWENSON

August 17, 1960

NOTED
H. S. COX

NOTED
Harold C. Ayers

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

On August 16, a satisfactory bid was received from H. G. Carl Construction Company of Salem, Oregon, for construction of the Butte Creek and Calapooya River Bridges on FAS 770 and 771. As per agreement between county and state, the following advance deposit is required of the county prior to awarding of a contract.

Bid Items	$32,187.00
Anticipated Additional Items (None)	--
	$32,187.00
Engineering & Contingencies, 12½%	4,023.38
Estimated Total Cost.	$36,210.38
County Advance Deposit 20% of $36,210.38	$ 7,250.00

Please make this advance deposit by means of a check or warrant in the amount of $7,250 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract can be awarded for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H S Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

file R

RECEIVED
AUG 17 1960
FOR FILING

Const
Bridge
Gen.

MISC. CONTRACTS and
AGREEMENTS No. 2268

August 16, 1960

County Court of Linn County
Court House
Albany, Oregon

Gentlemen:

We are enclosing for the records and files of Linn County a fully executed copy of an agreement between the State Highway Commission and Linn County covering the Butte Creek and Calapooya River Bridges on FAS 770 and 771 in Linn County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

R [redacted] D
3 23 1960

FOR FILING
FAP-S-278(3)
S-461(1)
5781

Salem, Oregon
August 16, 1960

FAS Project Agreement
Linn County

Mr. C. G. Swenson
Engineer City & County Relations
Office

Attention: Mr. John D. Graham
Office Engineer, City & County Relations

Attached is a conformed copy of an agreement with Linn County covering the Butte Creek and Calapooya River Bridges on FAS 770 and 771 in Linn County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Linn County.

Secretary

rn
Attach: 1

FORM E-30X—[illegible]—2-50—19160

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1960

SUBJECT: FAS Project Agreement
Linn County

To: G. S. Paxson

Attached are three copies of an agreement covering the Butte Creek and Calapooya River Bridges on FAS 770 and 771 in Linn County. Two copies of the agreement have been executed by the County and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on 3/10/60.

JDG:ge
Att.

John D. Graham
Office Engineer

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 3-10-60 Min Page 30
C. H. Heal
Asst. Secretary

NOTED
H. S. COX

August 1, 1960

NOTED
Harold C. Ayers

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Butte Creek and Calapooya River Bridges project on F.A.S. 770 and 771.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $46,000; however, the low bid received plus 12½% for engineering and contingencies will be the basis for the County's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than August 10th.

It is presently planned to accept bids for this project on August 16th.

Very truly yours,

W. C. Williams
State Highway Engineer

H.S.Cox

By H. S. Cox
Assistant County & City Relations Engineer

HSC:ge
Encl.

LINN COUNTY
PROPOSED PROJECT

FAS 771, Calapooya River Bridge, $20,000. This bridge is located 1.5 miles east of Shedd and carries Highway Department Inventory No. 12,287.

This proposal is for the provision of additional funds to supplement the $22,000 approved by the Highway Commission ~~on March 10~~, 1960. The previous FAS funds approved represented the balance available to the county at that date and the proposed additional funds will permit the completion of the project.

Comm Approved 8/18/60

60-f
7/18/60

NOTED
[illegible]

NOTED
H. S. COX

MEMO TO J. W. NASH
7/14/60

NOTED
C. G. SWENSON

FAS 770, LINN COUNTY

TERMINI: Bridge over Butte Creek approximately 4 miles east of Shedd.

PROPOSED WORK: Construct one concrete bridge.

PROJECT LENGTH: 0.013 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$25,000	$15,000	$5,000	$5,000 (Co.)

EXISTING FACILITIES: 57' long pile trestle bridge, horizontal clearnace 23'-6", T&G planked deck with H-14 loading.

ADJACENT SECTIONS: 18' minimum oil mat with minimum 3' shoulders.

PROJECT DATA: Construct a concrete precast, prestressed slab beam bridge on pile trestle, 68'-5" long, 26' wide. If a detour becomes necessary during construction Linn County will provide same. County will also construct bridge approaches.

ROW:	50' minimum
MINIMUM DESIGN STANDARD:	No exceptions.
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
UNUSUAL OR COMPLICATED SITUATION:	None

FAS 770 serves large diversified farming area; heavy farm to market travel in evidence; is mail and school bus route.

HSC:mm

NOTED

NOTED
H. S. COX

MEMO TO J. W. NASH
7/14/60

NOTED
C. G. SWENSON

FAS 771, LINN COUNTY

TERMINI: Bridge over Calapooya River approximately 1.5 miles east of Shedd.

PROPOSED WORK: Construct one concrete bridge.

PROJECT LENGTH: 0.024 mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$35,000	$21,000	$7,000	$7,000 (Co.)

EXISTING FACILITIES: 114' long pile trestle bridge, horizontal clearance 21'-5", planked deck with oil mat wearing surface. Loading H-15.

ADJACENT SECTIONS: 20' oil mat wearing surface with 4' minimum shoulders.

PROJECT DATA: Construct a concrete precast, prestressed slab beam bridge on pile trestle, 124' long, 26' wide. If a detour becomes necessary during construction, Linn County will provide same. County will also construct bridge approaches.

ROW:	50' minimum
MINIMUM DESIGN STANDARDS:	No exceptions
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	" "
UNUSUAL OR COMPLICATED SITUATIONS:	None

FAS 771 serves large, diversified farming area; heavy farm to market travel in evidence; is mail and school bus route.

HSC:mm

3-29-60

RECEIVED

FOR FILING
5-378 (3)
5-461 (1)
5781

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
CALAPOOYA RIVER BRIDGE
FAS 771 - LINN COUNTY

The following prospectus is submitted concerning the above-mentioned bridge on FAS 771, which is a county road on the Federal Aid Secondary System. The bridge (Highway Inventory No. 12,287) is located approximately one and one-half miles east of Shedd. The overall length of the project, including approaches, is 500 feet.

This will be a location survey to prepare plans, specifications, and estimates for removal of the existing bridge and replacing it with a new bridge on the existing alignment. Approaches will be constructed by the county. A detour road may not be required as it is believed that this road can be closed during construction. However, if a detour is required, the county will provide it. There are no towns affected by this project.

Reconnaissance is not necessary. Routine soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing (1958) ADT is 250 and the projected (1978) ADT is 400. Traffic and alignment warrant a Class "D"-60 facility with tangent alignment on level grade. The typical section will consist of a 20-foot traveled way with 4-foot shoulders. The new bridge will have a horizontal clearance of 26 feet. Deviations from State and Federal standards are not anticipated.

Rise and fall and central angle of existing and proposed facilities are negligible.

This will be an unrestricted access facility with no railroad crossings or interchanges. The new structure will bridge the Calapooya River.

The tentative base design is:

Wearing Surface	1¼"	0-11 Oil Mat
Top Course, Base	3 "	3/4"-0 Crushed
Bottom Course, Base	10 "	Coarse Crushed
Total Depth	14¼"	

Materials are available from local commercial sources.

Agreements with the county will be necessary.

There are no State parks or roadside rest areas affected by this project.

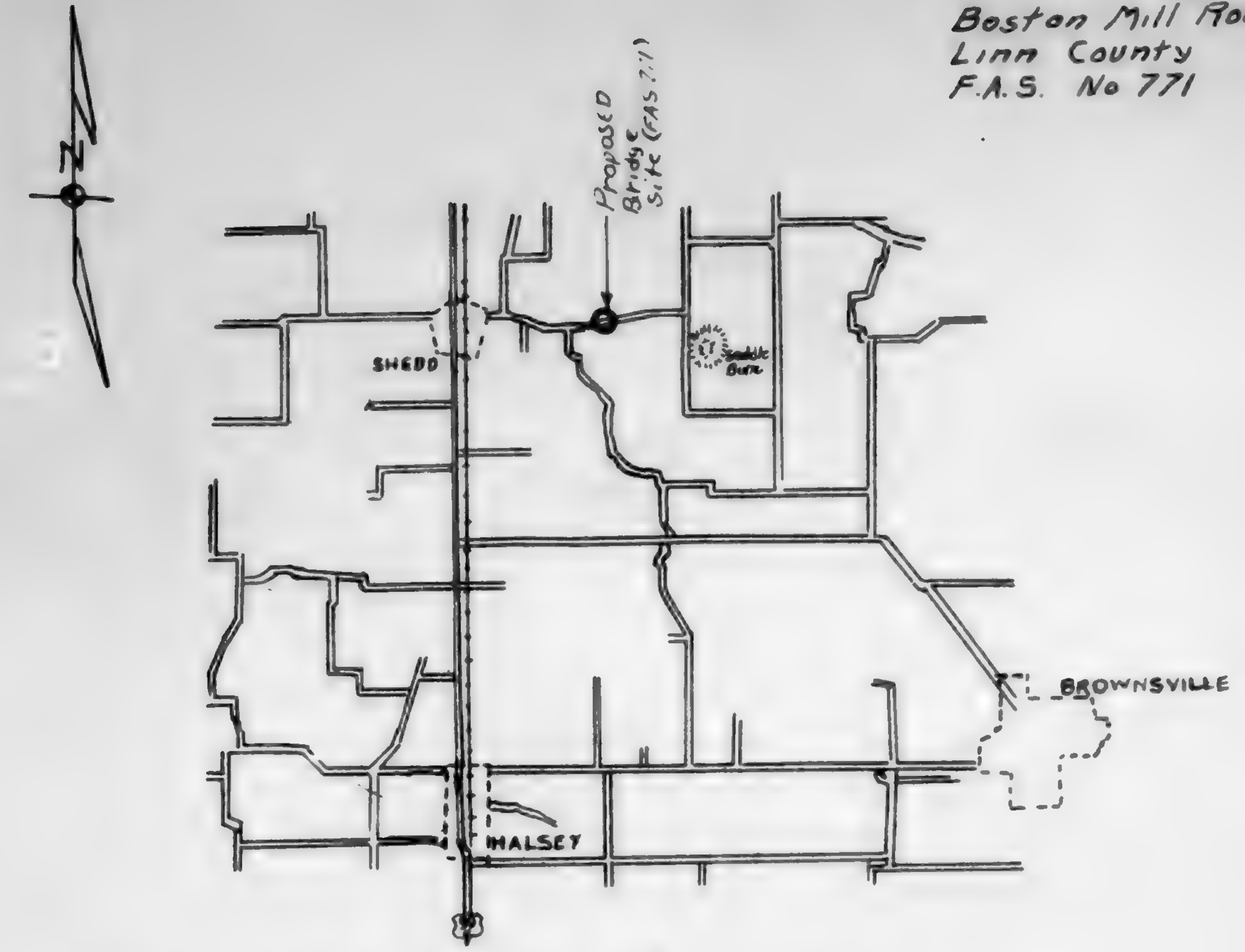
March 29, 1960

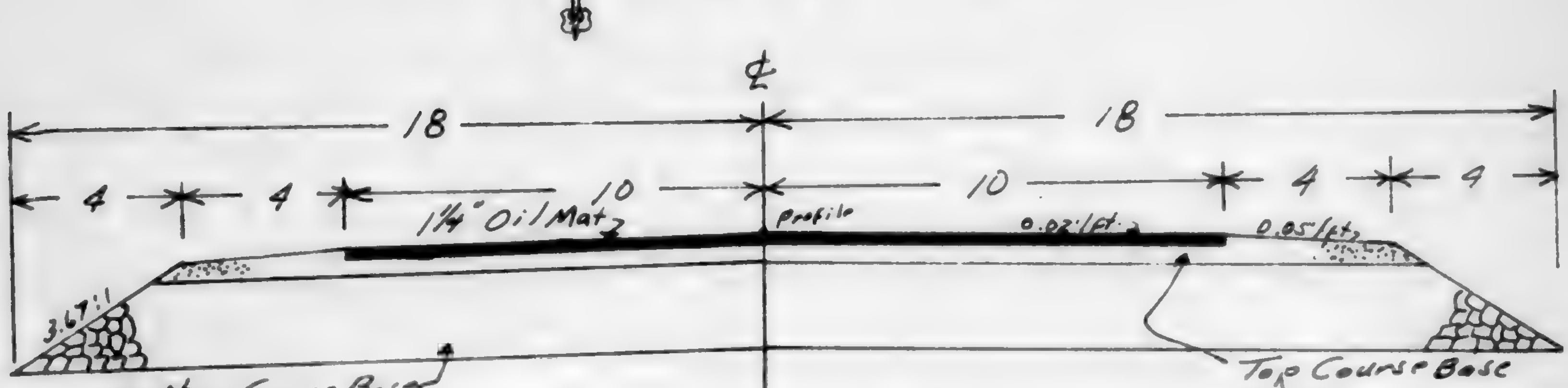
Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
J. D. Walker (2)
L. L. MacIntyre
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson (3)
Larry Mahoney
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

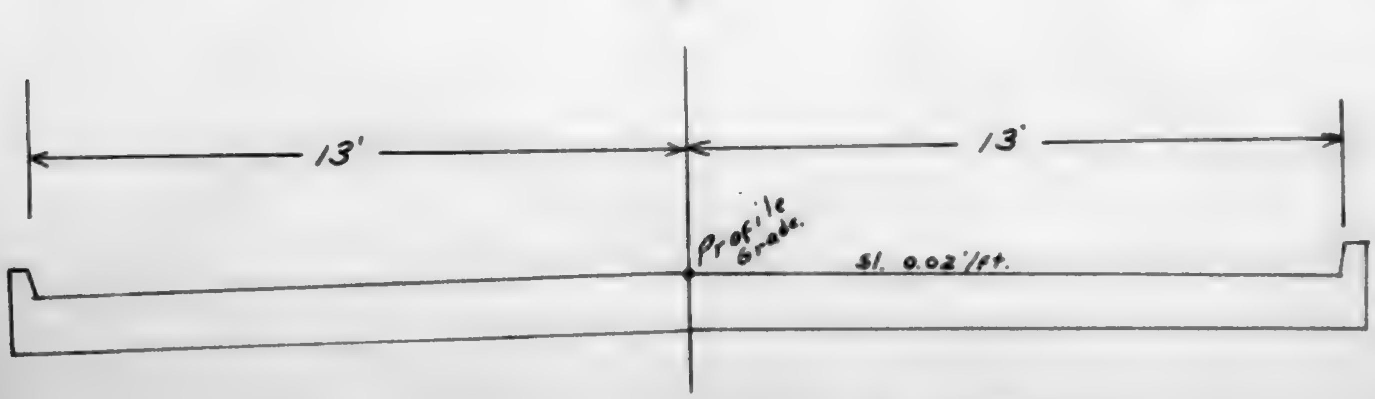
RECEIVED
APR - 6 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Prospectus Vicinity Map
CALAPOOYA RIVER BR.
Boston Mill Road
Linn County
F.A.S. No 771


N
Proposed Bridge Site (FAS 771)
SHEDD
Saddle Butte
BROWNSVILLE
HALSEY


℄
18
18
4
4
10
10
4
4
1¼" Oil Mat
Profile
0.02'/ft.
0.05'/ft.
3.67:1
Bottom Course Base
Comp. Thkn. 10"
Top Course Base
¾"-0
Comp. Thkn. 3"

ROADBED TYPICAL SECTION


℄
13'
13'
Profile Grade
Sl. 0.02'/ft.

BRIDGE TYPICAL SECTION

3-21-60

RECEIVED
1960
FOR FILING
5-378 (3)
5-461 (1)
5781

NOTE
W. C. WILLIAMS

LOCATION PROSPECTUS
BUTTE CREEK BRIDGE
FAS 770 - LINN COUNTY

The following prospectus is submitted concerning the above-mentioned bridge on FAS 770, which is a county road on the Federal Aid Secondary System. The bridge (Highway Inventory No. 12,222) is located approximately four miles east of Shedd. The overall length of the project, including approaches, is 500 feet.

This will be a location survey to prepare plans, specifications, and estimates for removal of the existing bridge and replacing it with a new bridge on the existing alignment. Approaches will be constructed by the county. A detour road may not be required, as it is believed that this road can be closed during construction; however, if a detour is required, the county will provide it. There are no towns affected by this project.

Reconnaissance is not necessary. Routine soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing (1958) ADT is 150 and the projected (1978) ADT is 240. Traffic and alignment warrant a Class "E"-60 facility with tangent alignment on level grade. The typical section will consist of a 20-foot traveled way with 4-foot shoulders. The new bridge will have a horizontal clearance of 26 feet. Deviations from State and Federal standards are not anticipated.

Rise and fall and central angle of existing and proposed facilities are negligible.

This will be an unrestricted access facility with no railroad crossings or interchanges. The new structure will bridge Butte Creek.

The tentative base design is:

Wearing Surface	1¼"	0-11 Oil Mat
Top Course, Base	3 "	3/4"-0 Crushed
Bottom Course, Base	10 "	Coarse Crushed
Total Depth	14¼"	

Materials are available from local commercial sources.

Agreements with the county will be necessary.

There are no State parks or roadside rest areas affected by this project.

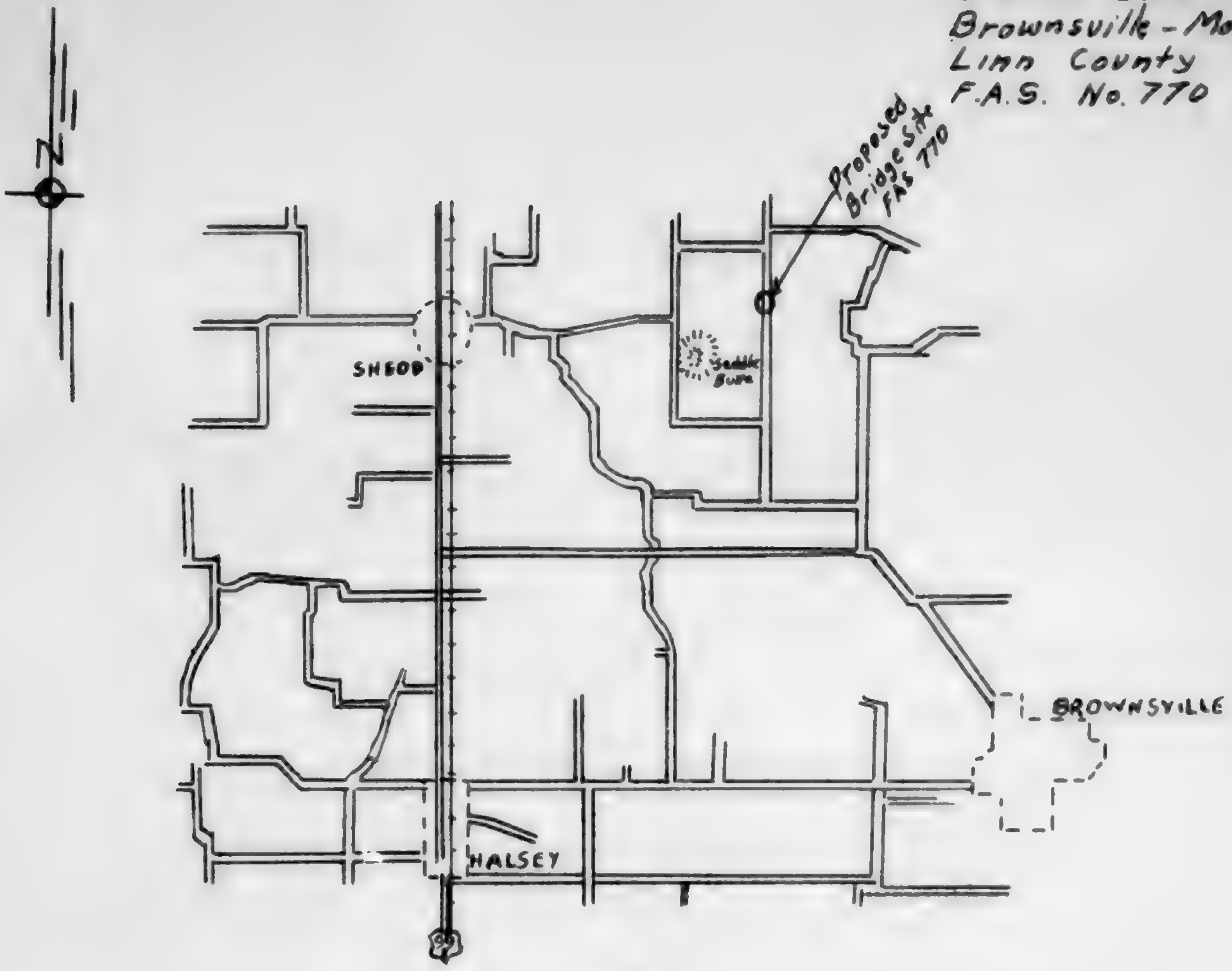
March 28, 1960

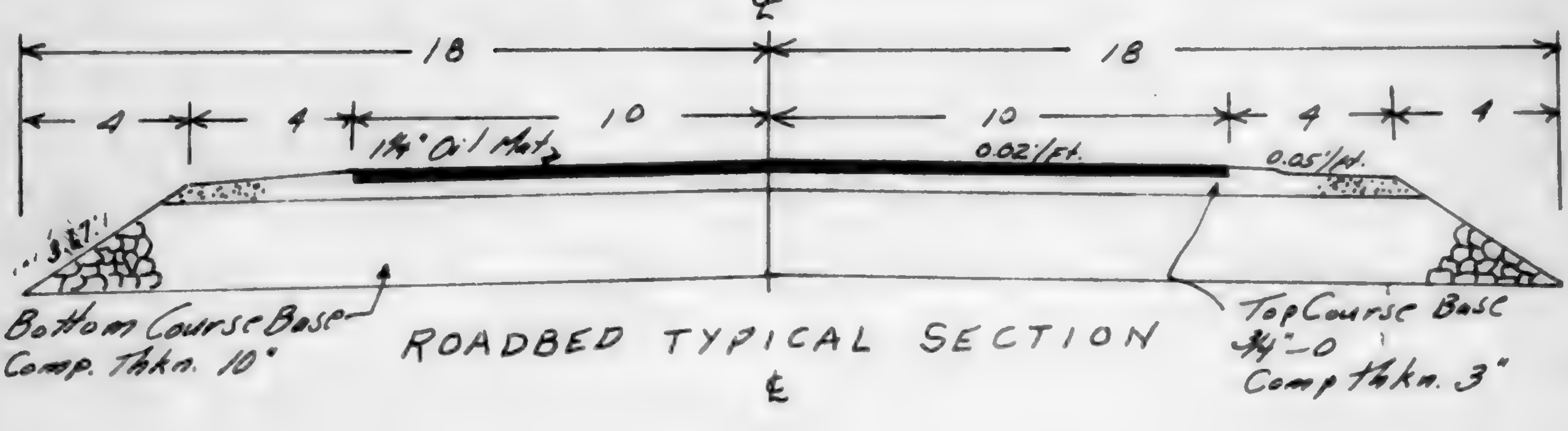
Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
J. D. Walker (2)
L. L. MacIntyre
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson (3)
Larry Mahoney
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

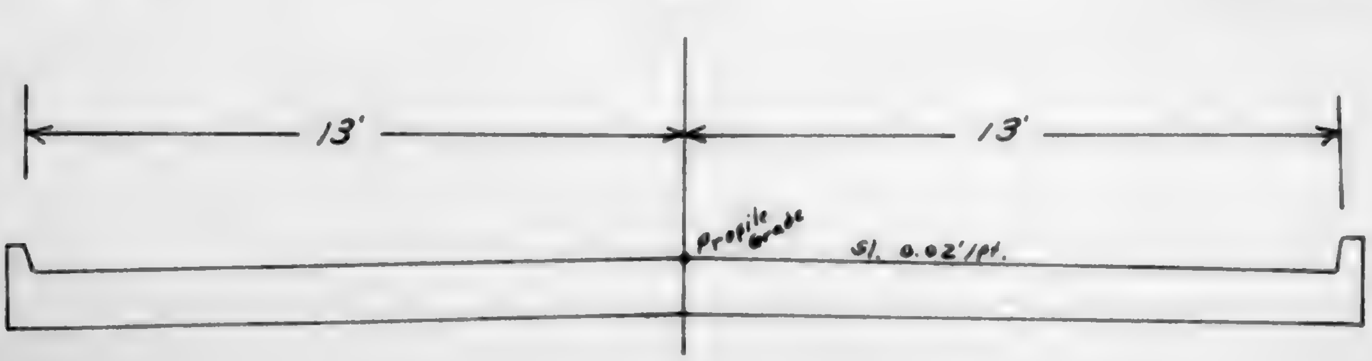
RECEIVED
APR - 6 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Prospectus Vicinity Map
BUTTE CREEK BRIDGE
Brownsville - Morgan School Road
Linn County
F.A.S. No. 770


N
Proposed Bridge Str FAS 770
SHEDD
Saddle Butte
BROWNSVILLE
HALSEY


℄
18
18
4
4
10
10
4
4
1¼" Oil Mat
0.02'/Ft.
0.05'/ft.
Bottom Course Base Comp. Thkn. 10"
Top Course Base ¾"-0 Comp Thkn. 3"

ROADBED TYPICAL SECTION


℄
13'
13'
Profile Grade
Sl. 0.02'/Ft.

BRIDGE TYPICAL SECTION

PROPOSED PROJECTS
LINN COUNTY

FAS 777, Diamond Hill Road-Lane County Line, $50,000. The County desires to have this surfacing project, which was approved by the Highway Commission on 1/28/60, canceled and the funds used on three bridge projects.

✓ FAS 770, Butte Creek Bridge, $15,000. This bridge is located 4 miles east of Shedd and carries highway department inventory number 12,222.

The proposed project is to replace the existing 57' pile trestle with a new structure having a roadway width of 26'. The County prefers a precast beam with poured-in-place deck on treated pilings, if such construction is feasible. It is believed that this road can be closed during construction, but if a detour is required, the County will provide it. Removal of the existing bridge is to be included in the contract. The County will provide approaches and connections after construction.

✓ FAS 771, Calapooya River Bridge, $22,000. This bridge is located 1.5 miles east of Shedd and carries highway department inventory number 12,287.

The proposed project is to replace the existing 114' pile trestle with a new structure 26' in width. The County has expressed a preference for a precast beam, poured-in-place deck on treated piling structure if this type of construction is suitable. It is believed that this road can be closed during construction, but if a detour is required, the County will provide it. Removal of the existing bridge will be a contract item. Approaches and connections will be constructed by the County.

The $22,000 represents the balance of FAS funds available for this project and they will be supplemented from future allotments if required.

FAS 214, Hamilton Creek Bridge, $17,000. This will provide funds in addition to the $13,000 approved by the Highway Commission 1/28/60. The previous FAS funds approved represented the balance available at that time and it had been planned to supplement them when additional funds became available.

- - - - - -

The funds programmed above represent the presently estimated balance of FAS funds available to Linn County. These amounts will be adjusted as final costs for projects previously programmed become available.

60-b
3/1/60

approved 3/10/60

S-458(1) Milwaukie-Harmony Point Sec. 1960
#5782 of King Road. Grading and
Paving.

CVA
2249

OREGON STATE HIGHWAY DEPARTME

INVOICE

NOTED
Harold C. Ayers

RECEIVED
SEP 18 1962
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
SEP 17 1962

NOTED
DON HARWELL

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-17-62	CC 784		503-1078-287

INVOICE NUMBER 76254

Clackamas County
Courthouse
Oregon City, Oregon

Attn. Clackamas County Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Milwaukie-Harmony Point Section, FAS 133.			
Covered by agreement dated July 11, 1960.			
Original advance deposit		$49,000.00	
Less amount previously transferred		39,000.00	$10,000.00
County share as per attached statement		48,521.83	
Less amount previously transferred		39,000.00	9,521.83
To be refunded			$ 478.17

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $................

By ....

A 150 (REVISED 7-60)

NOTED
H. S. COX

NOTED
[illegible]

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
V. R JONES

September 14, 1962

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon

Gentlemen:

Final costs are now available for the Milwaukie-Harmony Point Section, Contract No. 5782, FAS 133, covered by agreement dated July 11, 1960, as shown in the attached cost statement.

In accordance with this agreement, a refund of $478.17 is due the County on this project. This refund will be made by our accounting division within the next few days.

Very truly yours,

H. S. Cox
County & City Relations Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
att.

cc: John Keeley, Clackamas County Engr.

Portland 5782 4-13-62 State

RECEIVED
R 25 1962
FOR FILING

Monthly transaction number	Fo R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-13-62	County **Clackamas**
5782		Project number **S-458(1)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **September 21**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project	$ **244,128.00**
Revised Federal funds	$ **146,076.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **13** day of **April**, 19**62**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT **State Highway Engineer**
(Title)

By ________________

____
(Title)

By ________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By: L. R. Backlund
L. R. Backlund
Acting Administrative Manager

USComm-DC 11170

April 12, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Milwaukie-Harmony Point Section, Project No. S-458(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

3782 9-21-60

RECEIVED FOR FILING

Monthly Transaction No. 9-208	Form 2 (9-1) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. S-458 4(1)	**FEDERAL-AID PROJECT AGREEMENT**	County **Clackamas**
		Project No. **S-458(1)**

3782 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. Milwaukie to Cascade Hwy. Jct.
(Milwaukie-Cascade Highway Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6-3-60	1.8
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 237,884	Federal funds $ 142,700

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
State Highway Engineer
(title)

By ______________________
(title)

By ______________________
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: R.C. Wright
R. C. Wright
Administrative Manager

Date executed by
Division Engineer **September 21, 1960**

USComm-DC 40257

September 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Milwaukie-Harmony Point Section, Project No. S-458(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

August 26, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Milwaukie-Harmony Point Section, Project No. S-458(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

RNC:sw

Enc.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-458(1)

MILWAUKIE-HARMONY POINT SECTION ON THE KING ROAD IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 26, 1960

Type Code 6201
Roadway (Sta. 16+99.68 to Sta. 114+72)(Contract No. 5782)

Clearing and Grubbing	All	Required		$ 6,200.00
Removal of Miscellaneous Concrete and Masonry	All	Required		2,000.00
Drainage Excavation, Unclassified	240	cu.yds.	$ 5.00	1,200.00
Structural Excavation, Unclassified	130	cu.yds.	5.00	650.00
General Excavation, Unclassified	15,800	cu.yds.	0.80	12,640.00
Finishing Roadbed and Slopes	1.85	miles	1,000.00	1,850.00
Rounding Cutbanks	450	lin.ft.	0.30	135.00
8-inch Sewer Pipe	1,450	lin.ft.	2.40	3,480.00
Concrete Inlets, Type "GH"	56	only	75.00	4,200.00
Concrete Sumps	24	only	240.00	5,760.00
Capping Catch Inlets	6	only	35.00	210.00
Concrete Curbs	650	cu.yds.	32.00	20,800.00
5-inch Concrete Approach Surfacing	460	sq.yds.	3.60	1,656.00
Class "A" Concrete	30	cu.yds.	47.50	1,425.00
Metal Reinforcement	2,100	lbs.	0.15	315.00
Metal Guard Rail	280	lin.ft.	3.00	840.00
Type 2 Fence	56	rods	8.00	448.00
Type 3 Fence	24	rods	17.50	420.00
4' x 58" Metal Gates	2	only	45.00	90.00
16' x 48" Metal Gates	2	only	65.00	130.00
Coarse Crushed Material in Base	21,800	tons	2.40	52,320.00
3/4" - 0 Material in Base	4,300	tons	2.70	11,610.00
Sprinkling	520	M-gals.	4.00	2,080.00
Preparation of Base	1.85	miles	1,000.00	1,850.00
3/4" - 0 Material in Binder Course	320	cu.yds.	4.75	1,520.00
RC-3 Asphalt	34	tons	50.00	1,700.00
RS-2 Asphalt	4	tons	75.00	300.00
Class "B" Asphaltic Concrete	10,300	tons	6.40	65,920.00
Class "C" Asphaltic Concrete	1,070	tons	8.00	8,560.00
Extra For Paving Asphalts	130	only	25.00	3,250.00
				$213,559.00
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Signing (Temp.)	All	Required		200.00
Revision of Traffic Signal Pressure Pads (S.F.)	All	Required		1,500.00
	Subtotal			$216,259.00
	10% Engr. & Cont.			21,625.00
		Total		$237,884.00

Length of Roadway	1.853 Mile	
Cost of Roadway Per Mile.	$128,377.76	
Federal Funds -		$142,700.00
State Funds -		47,592.00
County Funds- -		47,592.00
		$237,884.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

Funds For Maint: Chap. 529, laws 1939

__Note__: Necessary funds have been deposited by Clackamas County with the Highway Department.

RECEIVED
NOV 1 1961
FOR FILING

5-458(1)

5782

October 31, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5782 for grading-paving the Milwaukie-Harmony Point Section of King Road in Clackamas County was completed by the contractor, Logan, Taylor & Co., on August 7, 1961, and was formally accepted by the Highway Commission on September 15, 1961.

Final payment in the amount of $6,481.78 will be released to the contractor on or after November 7, 1961. The total contract amount is $215,410.84, of which amount $2,251.05 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Glens Falls Insurance Co.,
Amerata & Co.,
329 SW 5th Avenue
Portland 4, Oregon

cc: Logan, Taylor & Co.,
7800 NE Killingsworth Ave.,
Portland 13, Oregon

NOTED
Harold C. Ayers

NOTED
H. S. COX

Salem, Oregon
October 16, 1961

Milwaukie-Harmony Point Section
FAS 133, Clackamas County

Mr. A. E. Johnson, Division Engineer
Oregon State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

NOTED
V. R. JONES

Enclosed is a letter from the Clackamas County Board of Commissioners confirming their acceptance of the Milwaukie-Harmony Point Section of FAS 133, Contract No. 5782.

Verne R. Jones
County & City Relations Field Engineer

VRJ:mm
Encl.

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

NOTED
V. R. JONES

COUNTY OF CLACKAMAS
Board of Commissioners

C. E. LATOURETTE, CHAIRMAN
DARRELL JONES, COMMISSIONER
S. C. ELY, COMMISSIONER

Phone OLive 6-2641

COUNTY COURT HOUSE — OREGON CITY, OREGON

September 18, 1961

Mr. V. R. Jones
County & City Relations
State of Oregon
State Highway Department
Salem, Oregon

Dear Mr. Jones: Re: A 113 - Ring Road Project

The Ring Road project is now acceptable to the Board of County Commissioners. We request that you take whatever steps are necessary to finalize said project.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

E. Latourette
Chairman

Darrell Jones
Commissioner

S. C. Ely
Commissioner

SCE/dab

(3)
Copy to Klaboe
9-21-61
V. J.

NOTED
JOHN D GRAHAM

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 1, 1961

Section Milwaukie - Harmony Point
Kind of work Grading & Paving
Highway King Road County Clackamas
Section prefix 503-1078
Contractor Logan, Taylor & Company
Contract number 5782
Date of contract August 19, 1960
Specified work days 130
Date work started August 29, 1960
Work days used 77
Project authorization $244,978.88
Exclusive of engineering $227,558.16
Per cent of time elapsed 59.2 %
Estimated cost of completed project, exclusive of engineering $216,861.16
Estimated per cent overrun or underrun 0.00 %
Per cent of contract completed, based on estimated cost 100.00 %
Engineering authorization $17,420.72
Engineering cost to date $23,468.20, 134.71 %
Date project was completed August 7, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	——	100%	100%	100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final Estimate submitted to
Division Office on August 31, 1961.

CONSTRUCTION DIVISION
RECEIVED
[illegible] 1961
NOTED-- CE AE ACE CO.

This will be the last "Weekly Report",
on this project.

NOTED
[illegible] R. OAKES

Signed Clay M. Cornett Resident Engineer
Address P.O. Box 4699 Sellwood Station, Portland 2, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.85	1.85			1.85
Miles partially completed					
Miles completed	1.85	1.85			1.85
Total estimated quantities (contract)	15,800 CY	26,100 T			11,370 T
Total quantities corrected to date	15,180 CY	28,800 T			11,169 T
Estimated quantities moved or placed to date	15,180 CY	28,800 T			11,169 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	FAIR		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	SHOWERS		
Friday	"		
Saturday			

NOTED
V. R. JONES

NOTED
Harold C. Ayers

August 29, 1961

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon

Re: Milwaukie-Harmony Point FAS Project
Contract No. 5782
[illegible] 132

Gentlemen:

In reply to your letter of August 21 regarding the unsatisfactory completion of some of the driveway fill slopes on this contract, the matter has been referred to the State Highway Construction Department for corrective action. I have been informed that proper steps will be taken to improve these slopes to a satisfactory condition in the very near future. Thank you for calling the condition to our attention and please feel free to let us know if we can do anything further in this matter.

Yours very truly,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Field Engineer

VRJ:djb
cc: Fred Kiboe

COUNTY OF CLACKAMAS
Board of Commissioners

C. E. LATOURETTE, CHAIRMAN
DARRELL JONES, COMMISSIONER
S. C. ELY, COMMISSIONER

COUNTY COURT HOUSE OREGON CITY, OREGON

Phone OLive 6-2641

August 21, 1961

Mr. V. R. Jones, Field Engineer
County and City Relations
State Highway Department
Salem, Oregon

NOTED
DON HARWELL

Dear Mr. Jones: Re: Contract No. 5782

Regarding your letter of August 11 that the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion, we realize that it is our duty to do the same but we are bringing to your attention the fact that the contractor has not completed the fill on the sides of eleven driveways on this project. We have had numerous phone calls regarding same.

We hope that you will see that this obligation is taken care of in the immediate future.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

C E Latourette
Chairman

Commissioner

Darrell Jones
Commissioner

Gave copy of our notification letter & of this letter to Klaboe 8-23
V. J.

CEL/dab

NOTED
JOHN D. GRAHAM

RECEIVED
AUG [illegible] 1961
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
AUG 10 1961

FOR FILING

5782

August 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 7, 1961, on Contract No. 5782, Milwaukie-Harmony Point Section, in Clackamas County, in connection with Federal Aid Project No. S-458(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Mr. H. S. Cox

RECEIVED
FEB 27 1961
FOR FILING

S-458(1)

5732

February 27, 1961

Mr. C. C. Fulk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 270, covering the revision of traffic signals on the Milwaukie-Harmony Point Section of King Road Highway in Clackamas County, Contract No. 5732, in connection with Federal Aid Project No. S-458(1).

It is necessary to revise the traffic signal at the intersection of 42nd Avenue and King Road due to construction of this project. It is an anticipated item of the contract.

One signal will need to be added for the extra traffic lane. The signal is electrically actuated and the contractor is not equipped to make the revision. A State electric sign crew, which does this type of work regularly, is stationed at Milwaukie and can make the revision with no delay to construction. The amount is too small to be done economically by separate contract.

The total estimated amount of the order is $1500.00 with Federal participation of $900.00. The order has been verbally recommended for approval by the BPR Area Engineer.

Your approval on actual cost basis under the provisions of PPM 21-6.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

NOTED
V. R. JONES

FORM E-30X 50M 2-60 28119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Portland, Oregon
September 29th, 1960

SUBJECT: Milwaukie-Harmony Point Section
King Road
Contract 5782

To: MEMO TO FILES

NOTED
C. G. SWENSON

On September 28th, a meeting was held in the office of Commissioner Latourette of the Clackamas County Court to discuss problems in connection with the water lines belonging to the Clackamas Water District on the subject project. Attending this meeting were the following: Commissioner Stan Ely, Commissioner Latourette and Mr. John Keeley, all of Clackamas County, Mr. Weisman of the Clackamas Water District Board, Mr. Carl Green, Engineer for the Clackamas Water District, and Mr. Clarence Swenson, Mr. Curt Baker, Sy Cox, Clay Cornett, Lloyd Turk and myself of the Highway Department.

At this meeting a discussion was held regarding responsibility for payment of adjustments to the existing water main and relocation of meters on King Road. The water district has refused to do this work at their expense, and Mr. Weisman reiterated that the water board felt that no benefit was accruing to them through the road improvement, and, therefore, the public in general should pay for costs of water line adjustments. The county referred to their letter to us, authorizing us to have our contractor do the necessary work, and would arbitrate with the water board regarding legal responsibility for payment.

It is to be noted at this point, that at a line change location, portions of the water main would require lowering. However, the water district proposed to relocate the water main on the new right of way and increase the size of the pipe.

At this point of the meeting, I pointed out that if the state were required to make adjustments in the water main, we would only do that work necessary to clear the project, and lower only those sections which would require lowering. Mr. Green stated that it was his understanding that since the portion of the old right of way at this point would be abandoned to the adjacent property owners, they would be required to move to the new location. Commissioner Ely pointed out that the county would abandon that portion subject to existing utilities, and, therefore, the project would not cause such a relocation of water mains.

RECEIVED
OCT 3 1960
ENGINEER
COUNTY & CITY RELATIONS

It was finally agreed that a determination in the field would be made of adjustments required, and the water district would submit a revised estimate for the work, affected by the project only, to the county. The county stated they would pay for this work, and file suit against the water district for recovery.

A E Johnson

A. E. JOHNSON
Division Engineer

AEJ:w

copy to: Clackamas County Court
Tom Edwards
Clarence Swendson ✓
Clay Cornett

FORM E-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
SEP 1960
FOR FILING
5-228 (1)
5782

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 16, 1960

Logan, Taylor & Co.,
7800 NE Killingsworth Avenue
Portland 13
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5782, awarded August 19, 1960, for grading-paving the Milwaukie-Harmony Point Section of King Road in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
SEP 13 1960
FOR FILING

S 458 (1)

5782

September 12, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 29, 1960, on Contract No. 5782, Milwaukie-Harmony Point Section, in Clackamas County, in connection with Federal Aid Project No. S-458(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

NOTED
C. G. SWENSON

NOTED
H. S. COX

NOTED
Harold C. Ayers

September 6, 1960

FAS 133

NOTED
Harold C. Ayers

Clackamas County Board of County Commissioners
Courthouse
Oregon City, Oregon

Gentlemen:

This is to confirm my telephone conversation with Mr. Latourette on September 1 concerning the State Highway Commission's policy with regard to the moving of utilities located on state highways, and the Bureau of Public Roads' policy regarding the participation in costs for moving utilities located on streets, public roads, county roads, and state highways.

The State Highway Commission policy is that the State will not pay for the moving of any utilities located on state highway right-of-way. Within the corporate limits of cities, the State pays for moving city-owned utilities located on city streets over which state highways are routed.

I am enclosing for your information an excerpt from the State Highway Commission minutes of January 16, 1958, dealing with pipeline permits, and also a copy of a resolution adopted by the Highway Commission that date. Attached to this resolution is a copy of our pipeline permit. I wish to call your attention to paragraphs numbers 23, 24, and 25 of the pipeline permit which deal with the permittee moving pipelines when so ordered by the State.

The supplemental pipeline permit form which is Exhibit "B" of the resolution might be of some help in resolving your difficulties with the Clackamas Water District.

I have discussed this matter with the Bureau of Public Roads and they have informed me that they will not participate in the costs of moving of any utility located on any public road, street, or highway unless it is determined by court order that it is the state's, county's, or city's obligation to pay for moving of same.

I wish to point out to you again that even if it were possible to make the moving of this water line a part of the project it would only mean that $4,000 of your FAS funds used for the moving of this pipeline would mean $4,000 less for expenditure on another project which, in effect, is like taking money out of one pocket and putting it in another.

If there is anything more that I can do regarding this matter, please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm
Encl.

cc: G. S. Paxson
C. G. Polk, B.P.R.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9/1/60	cs 645		503-1070-297

NOTED
C G SWENSON

NOTED
H. S. COX

INVOICE NUMBER
66395

Clackamas County
Oregon City, Oregon

Attn: Board of County Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$49,000.00
Partial transfer county advance deposit for Milwaukie-Harmony Point Section, FAS 133. Covered by agreement dated July 11, 1960			39,000.00
To be retained			$10,000.00

RECEIVED
COUNTY [illegible]

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $________________
By ________________

A 150 (REVISED 7-60)

NOTED
C. G. SWENSON

August 31, 1960

Mr. John Keeley
Clackamas County Engineer
Courthouse
Oregon City, Oregon

Dear Mr. Keeley:

Enclosed for your files are two sets of right-of-way obligation forms covering the Milwaukie-Harmony Point Section of King Road, FAS 133.

I have checked our plans and specifications on this project and can find nothing covering the removal of and/or relocation of fences. It is my opinion that these matters should be taken care of by county forces.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm
Encl.

NOTED
C. G. SWENSON

Salem, Oregon
August 31, 1960

R/W Obligations
Milwaukie-Harmony Point Section
King Road, FAS 133
Clackamas County

Mr. Tom Edwards
OFFICE

Attention: Mr. Fred Klaboe

Attached are two copies of right-of-way obligation forms on the subject project. You will probably want to retain copy no. 6 for your files and forward copy no. 3 to Mr. Johnson. It is my understanding that Lloyd Turk was handed copy no. 2 by the county engineer. I have retained one copy for our files and the remainder are in the county engineer's office.

Most of these obligations were discussed in a meeting in the Clackamas County courthouse on July 21. This meeting was attended by County Commissioners Jones and Ely; County Engineer John Keeley; Leonard Taylor, County Right-of-way Buyer; A. E. Johnson, Division Engineer; A. V. Benedict, Assistant Engineer; Lloyd Turk, Resident Engineer; and myself.

I have been informed by the county engineer that county forces are presently taking care of removing hedges etc.

I do not recall that the matter of driveways in the vicinity of stations 53 and 104 was discussed at this meeting. Construction plans show a 12-foot driveway at station 52+50 and a 24-foot driveway at approximate station 103+50. The other drive on property acquired from Silas L. and Dillie E. Boe does not show on our construction plans.

I have told Mr. Keeley that the fences requiring moving should be taken care of by county forces. This matter he said he would discuss with Mr. Johnson or Mr. Turk.

C. G. Swenson
County & City Relations Engineer

CGS:mm
Att.

TED
. COX

NOTED
V R IONES

NOTED
C. G. SWENSON

July 22, 1960

138

F.4S

NOTED
Harold C. Ayers

Mr. John H. Keeley
Clackamas County Engineer
Courthouse
Oregon City, Oregon

Dear Mr. Keeley:

I am mailing to you this date under separate cover two pads of our standard form E-300 which covers obligations on right-of-way acquisitions.

You will notice there is a total of seven copies. I would suggest that this should be the distribution of these copies: you would want copy no. 1, copy no. 2 to the resident through the division office, copy no. 3 to division office, copy no. 4 use as you see fit, copy no. 5 would be yours, copy no. 6 to Salem office through the division office, and copy no. 7 I would like to have for our files.

It would be appreciated if you would discuss this suggested distribution with Mr. Johnson.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations

CGS:mm

cc: Mr. A. E. Johnson, Division Engineer

NOTED
C. G. SWENSON

NOTED
H. S. COX

NOTED
V. R. JONES

NOTED
Harold C. Ayers

August 23, 1960

Messrs. Martin J. Heydel
and Ted Heydel
6130 S. E. King Road
Milwaukie, Oregon

King Road (FAS 133)

Gentlemen:

This is to inform you that Mr. Hill Young, Assistant Construction Engineer, has approved two 40-foot approaches to your parking lot in lieu of the two 30-foot approaches shown on our construction plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

[illegible]

cc: Clackamas County Court
Mr. Tom Edwards, attention Mr. Hill Young
Mr. A. E. Johnson, Division Engineer

Salem, Oregon
August 10, 1960

L. H. Young
Assistant Construction Engineer
OFFICE

Width of approaches to Parking Lot
Stations, 58 + 75 & 60 + 65.
Milwaukie-Harmony Point Sec., King
Road, Clackamas County.

The subject approaches show on our plans to be 30 feet in width. When the owners of the property became aware of this, they objected; and in a letter addressed to me, requested that curbs be eliminated all the way across their parking lot.

In company with Mr. Lloyd Turk, these gentlemen were contacted and the matter discussed at the site. After considerable discussion, they agreed to 40 foot wide approaches at each end of their lot.

If this is satisfactory with you, it would be greatly appreciated if you would take the necessary steps to have this change made during construction.

C. G. Swenson
County and City Relations Engineer

CGS:ge

NOTED
C. G. SWENSON

NOTED
H. S. COX

July 15, 1960

NOTED
Harold C. Ayers

Messrs. Martin J. Heydel
and Ted Heydel
6130 S. E. King Road
Milwaukie, Oregon

King Road (FAS 133)

Gentlemen:

This is in reply to your letter regarding the entrances to your parking lot.

The 30-foot entrances are a standard design for such approaches. I have discussed this matter with our construction division and it is their feeling that this design would help control the flow of traffic within your parking lot. If you still feel that this design will cause a hardship, we might consider the widening of these approaches to some degree but could not approve the elimination of curbs which would eliminate all control of ingress and egress at your parking lot.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm

cc: L. H. Young, Construction Division
Clackamas County Board of Commissioners

6130 S. E. King Road
Milwaukie, Oregon
July 8, 1960

Clarence Swenson
City & County Relations
State Hiway Building
Salem, Oregon

Dear Mr. Swenson:

We own and operate the Super King Market located at 6130 S. E. King Road, and this property will be affected by the proposed widening of King Road which is soon to commence.

We have been advised that present plans call for a curbing to be constructed between the road and our parking area, with only a 30 foot entrance provided at the East and West ends of the lot.

At present there is no obstruction between King Road and our parking lot, which we feel is a definite asset to our business. This arrangement we desire to retain, and request that a re-survey be made in this interest.

Very truly yours,

Martin J. Heydel
Ted Heydel

Martin J. Heydel &
Ted Heydel

RECEIVED
[illegible] 1960
[illegible]

Copies to F H Young &
Clack Co. Court

NOTED
H. S. COX

NOTED
V. R. JONES

NOTED
C. G. SWENSON

August 25, 1960

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $49,000 for the Milwaukie-Harmony Point Section on FAS 133. Contract No. 5782 has been awarded to Logan, Taylor & Co. of Portland.

Enclosed is a copy of the contract for your files and also another set of plans. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HC:GS:mm

Encl.

NOTED
H. S. COX

Salem, Oregon
August 19, 1960

NOTED
V. R. JONES

Advance Deposit
FAS 133, Clackamas County

Mr. C. H. Maison
Auditor
Building

NOTED
Harold C. Ayers

Attached is a check in the amount of $49,000 from Clackamas County representing the county's advance deposit for construction of the Milwaukie-Harmony Point Section of FAS 133.

This project is now clear for awarding a contract.

H S Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

cc: R. L. Porter

NOTED
H. S. COX

8-16-60

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. S-458(1)

Highway No. F.A.S. 133

Name of Project Milwaukie - Harmony Point

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Oregon City, Oregon, this 16th day of Aug., 1960.

Clackamas County Board of Commissioners. ~~County Court~~

Ed Latourette ~~Judge~~ Chairman.

Commissioner

Commissioner

File # 31324-1 to 31324-118
Map # 8E-18-C

Form 9-100 (Revised)—2M Sets—12-50

File FAS 133
Clackamas Co.

NOTED
C. G SWENSON

File No. ....

Sta. 17 to Sta. 18a

Access Control & Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved

TO BE ACQUIRED BY COUNTY

Acquired as Easement
Net area 750 square feet
Former owner or grantor Sophia M. Dillon and Agnes R. Waldron
Mail address
Location property N 5 feet Lots 19,20,21,22,23,24, Block 11, Minthorn Add. Section of
Highway in Clackamas County
Section Twp. 1.S. Range 2.E.
Section Twp. Range
Street address of property
Date of proposed contract letting
State obligations:

Fence to be moved as per contract

[illegible]

Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

OPTION EXPIRES ....

ABOVE COMPLETED

Acquired by ....

Right of Way Supervisor

Date ....

7—PRELIMINARY COPY FOR OFFICE ENGINEER

State Printing 24532

Form E-400 (Revised)—2M Sets—12-50

File No. ....

Sta. 19 to Sta. 20

Access Control & Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved

TO BE ACQUIRED BY COUNTY

Acquired as Easement Net area 790 square feet

Former owner or grantor Ralph E. and Luella Cooper

Mail address ....

Location property Hector Campbell D.L.C. Section of King Highway in Clackamas County

Section .... Twp. 1.S. Range 2.E.

Section .... Twp. .... Range ....

Street address of property ....

Date of proposed contract letting ....

State obligations:

Redwood tree and Red flowering Dogwood in easement to be left undisturbed.

Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

OPTION EXPIRES .... ABOVE COMPLETED

Acquired by ....
Right of Way Supervisor

Date ....

State Printing 24832

7—PRELIMINARY COPY FOR OFFICE ENGINEER

Form E-800 (Revised)—3M Sets—12-59

File No. ....

Sta. 21 .... to Sta. ....

Access Control & Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved

TO BE ACQUIRED BY COUNTY

Acquired as Deed and Easement Net area 451

Former owner or grantor Joseph S. and Lucille Raab

Mail address ....

Location property Hector Campbell D.L.C. Section of

King Highway in Clackamas County

Section .... Twp. 1.S. Range 2.E.

Section .... Twp. .... Range ....

Street address of property ....

Date of proposed contract letting ....

State obligations:

Driveway entrance to be 20 feet.
Replaced driveway to be 21 feet wide;
Sump with grate to be placed in front of garage;
Concrete triangle and sidewalk in front of porch to be raised to level of first step and rolled to conform to slope of driveway.

Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

OPTION EXPIRES .... ABOVE COMPLETED

Acquired by ....
Right of Way Supervisor

Date ....

7—PRELIMINARY COPY FOR OFFICE ENGINEER

State Printing 24832

Form E-500 (Revised)—2M Sets—12-50

File No.

Sta. 24 to Sta.

Access Control & Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved

TO BE ACQUIRED BY COUNTY

Acquired as Easement Net area 500 square feet

Former owner or grantor Leo and Francis McCarthy

Mail address

Location property W½ Lot 30 Gibson Subdiv. of tracts 10,11,12,13 of Logus King Section of Highway in Clackamas County

Section Twp. 1.S. Range 2.E.

Section Twp. Range

Street address of property

Date of proposed contract letting

State obligations:

Leave curb on property and fill space between sidewalk and curb to sidewalk heighth

[illegible]

Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

OPTION EXPIRES

ABOVE COMPLETED

Acquired by

Right of Way Supervisor

Date

7—PRELIMINARY COPY FOR OFFICE ENGINEER

State Printing 24832

Form E-300 (Revised)—2M Sets—12-50

File No. ....

Sta. 34 .... to Sta. ....

Access Control & Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved

TO BE ACQUIRED BY COUNTY

Acquired as Slope & Embankment Easement Net area 675 square feet

Former owner or grantor Lester L. and Ethel M. Boring

Mail address ....

Location property Lots 6,7,8,9, Block 9, Minthorn Addition Section of

King Highway in Clackamas County

Section .... Twp. 1.S. Range 2.E.

Section .... Twp. .... Range ....

Street address of property ....

Date of proposed contract letting ....

State obligations:

No shrubs to be removed

Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

OPTION EXPIRES .... ABOVE COMPLETED

Acquired by .... Right of Way Supervisor

Date ....

State Printing 24832

7—PRELIMINARY COPY FOR OFFICE ENGINEER

Form E-300 (Revised)—5M Sets—12-50

File No. ....

Sta. 37 .... to Sta. ....

Access Control & Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved

TO BE ACQUIRED BY COUNTY

Acquired as Easement Net area 500 square feet

Former owner or grantor Harvey G. and Betty A. Oberg

Mail address ....

Location property Daniel Hathaway D.L.C. Section of

King Highway in Clackamas County

Section .... Twp. 1.S. Range 2.E.

Section .... Twp. .... Range ....

Street address of property ....

Date of proposed contract letting ....

State obligations:

No trees to be removed unless owner gives permission.

Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

OPTION EXPIRES .... ABOVE COMPLETED

Acquired by ....

....
Right of Way Supervisor

Date ....

State Printing 24832

7—PRELIMINARY COPY FOR OFFICE ENGINEER

Form E-300 (Revised)—2M Sets—12-59

File No.

Sta. 38 to Sta.

Access Control & Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved TO BE ACQUIRED BY COUNTY

Acquired as Easement Net area 500 square feet

Former owner or grantor Geo. H. and Anna B.Holdorf

Mail address

Location property Daniel Hathaway D.L.C. Section of

King Highway in Clackamas County

Section Twp. 1.S. Range 2.E.

Section Twp. Range

Street address of property

Date of proposed contract letting

State obligations:

Maintain driveway to useble status with no sudden drop or rise. Maintain existing sidewalk. Move 3 shrubs if need be or raise to signers request.

Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

OPTION EXPIRES ABOVE COMPLETED

Acquired by

Right of Way Supervisor

Date

7—PRELIMINARY COPY FOR OFFICE ENGINEER

State Printing 24632

Form E-300 (Revised)—2M Sets—12-59

File No.

Sta. 41½ to Sta.

Access Control & Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved TO BE ACQUIRED BY COUNTY

Acquired as Easement Net area 500 square feet

Former owner or grantor Henry L. and Edna M.Bottemiller

Mail address S 5' of east 85.6' of Lot 38 and 55' of W 14.4' of Lot 39,

Location property Gibson's Sub. of Tracts 10,11,12,13 of Logus Section of King Highway in Clackamas County

Section Twp. 1.S. Range 2.E.

Section Twp. Range

Street address of property

Date of proposed contract letting

State obligations:

We want it understood that our dogwood tree and our rhododendron shrub will not be removed nor damaged.

Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

OPTION EXPIRES

ABOVE COMPLETED

Acquired by

Right of Way Supervisor

Date

7—PRELIMINARY COPY FOR OFFICE ENGINEER

State Printing 24832

Form E-300 (Revised)—2M Sets—12-50

File No.

Sta. 48 to Sta.

Access Control & Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved

TO BE ACQUIRED BY COUNTY

Acquired as Easement
Net area 500 square feet

Former owner or grantor Robert John and Joy L.Breitbarth

Mail address

Location property Hector Campbell D.L.C.
Section of
Highway in County
Section Twp. 1.S. Range 2.E.
Section Twp. Range

Street address of property

Date of proposed contract letting

State obligations:

Give County sufficient notice to move hedge in accordance with agreement.

Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

OPTION EXPIRES

ABOVE COMPLETED

Acquired by

Right of Way Supervisor

Date

7—PRELIMINARY COPY FOR OFFICE ENGINEER

State Printing 24832

Form E-300 (Revised)—2M Sets—12-59

File No.

Sta. 53 to Sta.

Access Control & Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved — TO BE ACQUIRED BY COUNTY

Acquired as Deed and Easement Net area 520 square feet

Former owner or grantor Calvin Warren and Elizabeth Pearle Sommers

Mail address

Location property Lot 2, Block 11, Hollywood Annex Section of

King Highway in Clackamas County

Section Twp. 1.S. Range 2.E.

Section Twp. Range

Street address of property

Date of proposed contract letting

State obligations:

Driveway to be 20 feet wide.

Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

OPTION EXPIRES ABOVE COMPLETED

Acquired by

Right of Way Supervisor

Date

7—PRELIMINARY COPY FOR OFFICE ENGINEER

State Printing 24832

Form E-300 (Revised)—2M Sets—12-59

File No. ....

Sta. 59 .... to Sta. ....

Access Control & Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved

TO BE ACQUIRED BY COUNTY

Acquired as Deed and Easement

Net area approximately 825 square feet

Former owner or grantor Gordon E. and Vivian L. Duval

Mail address 10130 S.E.Wichita, Milwaukie, Ore.

Location property .... Section of King Highway in Clackamas County

Section .... Twp. 1.S. Range 2.E.

Section .... Twp. .... Range ....

Street address of property ....

Date of proposed contract letting ....

State obligations:

Give County sufficient notice for them to move hedge on King Street

Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

OPTION EXPIRES ....

ABOVE COMPLETED

Acquired by ....

....
Right of Way Supervisor

Date ....

7—PRELIMINARY COPY FOR OFFICE ENGINEER

State Printing 24832

Form E-300 (Revised)—3M Sets—12-59

File No.

Sta. 69 to Sta.

Access Control & Obligations of Oregon State Highway Commission on Real Property Acquisitions Ap TO BE ACQUIRED BY COUNTY

Acquired as Easement Net area 298 square feet

Former owner or grantor Clarence and Nadine Morris

Mail address

Location property W½ Lot 22 Block 2 Haney View Section of

King Highway in Clackamas County

Section Twp. 1.S. Range 2.E.

Section Twp. Range

Street address of property

Date of proposed contract letting

State obligations:

Sprinkler system on above lot is not to be disturbed. There is to be no machinery or building material permitted pn the lawn of the above lot.

Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

OPTION EXPIRES ABOVE COMPLETED

Acquired by

Right of Way Supervisor

Date

7—PRELIMINARY COPY FOR OFFICE ENGINEER

State Printing 24832

Form E-300 (Revised)—2M Sets—12-59

File No. ....

Sta. 70 .... to Sta. ....

Access Control & Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved

TO BE ACQUIRED BY COUNTY

Acquired as Easement Net area 287.5 square feet

Former owner or grantor Johnny and Lucille D.Bowness

Mail address ....

Location property e½ Lot 22 Block 2 Haney View Section of

King Highway in Clackamas County

Section .... Twp. 1 S. Range 2 E.

Section .... Twp. .... Range ....

Street address of property ....

Date of proposed contract letting ....

State obligations:

Cedar tree in S.E. corner of Lot to be provided with 3 foot diameter rock well to keep dirt from covering roots.

Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

OPTION EXPIRES .... ABOVE COMPLETED

Acquired by ....

Right of Way Supervisor

Date ....

7—PRELIMINARY COPY FOR OFFICE ENGINEER

State Printing 24832

Form E-300 (Revised)—2M Sets—12-59

File No. ....

Sta. 72 to Sta. ....

Access Control & Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved

TO BE ACQUIRED BY COUNTY

Acquired as Deed and Easement Net area 483 square feet

Former owner or grantor Eva Jensen

Mail address ....

Location property Lot 9 Block 1, ROLEHILL VIEW Section of

King Highway in Clackamas County

Section .... Twp. 1.S. Range 2.E.

Section .... Twp. .... Range ....

Street address of property ....

Date of proposed contract letting ....

State obligations:

Hedge to be pulled and saved for grantor.

Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

OPTION EXPIRES .... ABOVE COMPLETED

Acquired by ....

....
Right of Way Supervisor

Date ....

7—PRELIMINARY COPY FOR OFFICE ENGINEER

State Printing 24832

Form E-300 (Revised)—2M Sets—12-59

File No. ....

Sta. 73 to Sta. 78

Access Control & Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved To be ACQUIRED BY [illegible]

Acquired as Deed and Easement Net area 2700 square feet

Former owner or grantor William and Ruby Benz

Mail address ....

Location property Hector Campbell D.L.C. Section of

King Highway in Clackamas County

Section .... Twp. 1.S. Range 2.E.

Section .... Twp. .... Range ....

Street address of property ....

Date of proposed contract letting ....

State obligations:

Save existing fence and lay it back on property.

Save wood from trees at 18" cuts.

Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

OPTION EXPIRES .... ABOVE COMPLETED

Acquired by ....

....
Right of Way Supervisor

Date ....

7—PRELIMINARY COPY FOR OFFICE ENGINEER

State Printing 24832

Form 2-300 (Revised)—2M Sets—12-59

File No. ....

Sta. 76 .... to Sta. ....

Access Control & Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved

TO BE ACQUIRED BY COUNTY

Acquired as Easement   Net area 1250 square feet

Former owner or grantor Clayton Howard and Dorothy J. Jones

Mail address ....

Location property Lot 4, Block 2, Rolehill View   Section of

King   Highway in Clackamas   County

Section .... Twp. 1.S. Range 2.E.

Section .... Twp. .... Range ....

Street address of property ....

Date of proposed contract letting ....

State obligations:

Clear ingress and egress on drive.

Complete restriction of access ☐   Access controlled ☐   Access not controlled ☐

OPTION EXPIRES ....   ABOVE COMPLETED

Acquired by ....

....
Right of Way Supervisor

Date ....

State Printing 24632

7—PRELIMINARY COPY FOR OFFICE ENGINEER

Form E-300 (Revised)—2M Sets—12-59

File No. ....

Sta. 104 to Sta. ....

Access Control & Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved ACQUIRED BY COUNTY

Acquired as Easement Net area 1000 square feet

Former owner or grantor Silas L. and Dillie E.Boe

Mail address ....

Location property Lots 122, 123 Park View Acres Section of King Highway in Clackamas County

Section .... Twp. 1.S. Range 2.E.

Section .... Twp. .... Range ....

Street address of property ....

Date of proposed contract letting ....

State obligations:

30 foot driveway to start 5 feet from west line of Lot 122 and go east for new building.

Driveway on line between Lots 122 and 123 to be 30 feet wide if possible.

Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

OPTION EXPIRES .... ABOVE COMPLETED

Acquired by ....
Right of Way Supervisor

Date ....

State Printing 34832

7—PRELIMINARY COPY FOR OFFICE ENGINEER

FORM E-30 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 6, 1960
Salem, Oregon

SUBJECT: Options
Milwaukie-Cascade Highway
King Road
Clackamas County

To: Mr. C. G. Swenson
County & City Relations Engr.
OFFICE

This is to confirm that on June 6, 1960, we handed H. S. Cox, 118 original option forms in quadruplet, as per attached list, covering right of way and easements to be acquired in connection with the Milwaukie-Cascade Highway Section of King Road in Clackamas County. This contract is scheduled for letting June 28, 1960. Please observe that some of these descriptions are for easements only. On part of the forms the easement is noted in the heading only.

Please return a signed or conformed copy of each option to the State Highway Department so that we may inform the engineers of the conditons, if any, on each transaction. These option forms bear our file No. 31324 with subnumbers 1 to 118.

We are forwarding under separate cover 10 prints of map No. 8B-18-6 covering this area and bearing our date of May 31, 1960.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

AC:jm
encls. List

cc: A. E. Johnson
S. N. Mayhew

Options delivered to John Bailey 6/6/60

File No.	Name	Area
31324-1	Richard J. Hlavka, et ux	460 sq. ft.
31324-2	Nicola J. Michel, et ux	450 " "
31324-3	Ralph E. Cooper, et ux	790 " "
31324-4	Joseph S. Raab, et ux	40 " "
		451 " "
31324-5	Claire G. Norris, et ux	40 " "
		450 " "
31324-6	Edw. H. Smith, et ux	680 " "
31324-7	Leo McCarthy, et ux	500 " "
31324-8	LeRoy G. Hummel, et ux	500 " "
31324-9	Leonard A. Dieringer, et ux	420 " "
31324-10	Herman Bayer, et ux	580 " "
31324-11	Elizabeth Mullan	100 " "
31324-12	Paul W. Hughes, et ux	400 " "
31324-13	John Lucks, et ux	500 " "
31324-14	Marguerite E. Sholin, et vir	500 " "
31324-15	Edw. F. Allen, et ux	500 " "
31324-16	Edna C. Freeburger, et al	1500 " "
31324-17	Forris B. Frick, et ux	1250 " "
31324-18	Carl Scheibert, et ux	1350 " "
31324-19	W. E. Rydman, et ux	500 " "
31324-20	Geo. E. Boos, et ux	572 " "
31324-21	Henry L. Bottemiller, et ux	500 " "
31324-22	Walter H. Clouser, et ux	500 " "
31324-23	Alta L. Tubbesing	1428 " "
31324-24	Hilda S. Bark	707 " "
31324-25	Rob't J. Breitbarth, et ux	500 " "
31324-26	Wm. D. Layton, et ux	1030 " "
31324-27	Ennis W. Savage, et ux	330 " "
31324-28	Simon L. Mullan, et ux	325 " "
31324-29	Calvin W. Sommers, et ux	17 " "
		520 " "
31324-30	Jimmie A. Cook, et ux	17 " "
		473 " "
31324-31	School Dist. #119	40 " "
		1515 " "
31324-32	James H. Schumacher, et ux	40 " "
		806 " "
31324-33	Russell E. Christensen, et ux	300 " "
31324-34	Howard W. Anderson, et ux	320 " "
31324-35	Ertus E. Phillips, et ux	640 " "
31324-36	Homer C. Warner, et ux	14 " "
		2050 " "
31324-37	Morris Dennison	14 " "
		583 " "
31324-38	Clarence Norris	298 " "
31324-39	Emil P. Krause and Oscar F. Krause	180 " "
		216 " "

File No.	Name	Area
31324-40	Harold L. Peterson et ux	180 sq. ft
		250 " "
31324-41	Rob't E. Metteer, et ux	333 " "
31324-42	Geo. W. Cook, et ux	40 " "
		301 " "
31324-43	Wm. E. Benz, et ux	40 " "
		2700 " "
31324-44	G. C. Curtner, et ux	12,500 " "
		1,500 " "
		1,050 " "
		10,800 " "
		7,537 " "
		1,242 " "
31324-45	Silas L. Boe, et ux	1,000 " "
31324-46	Axel and Fannie Berg	1,000 " "
31324-47	Helmer Lingren, et ux	1,000 " "
31324-48	Larry P. Knutsen	1,000 " "
31324-49	Southgate Devl. Co.	25 " "
		1,186 " "
31324-50	Sophia M. Dillion, et al	750 " "
31324-51	R. E. Johnston, et al	500 " "
31324-52	Andrew W. Weir, et ux	500 " "
31324-53	Nicola J. Michel, et ux	750 " "
31324-54	Roy G. Bevens, et ux	500 " "
31324-55	Geo. A. Jones, et ux	500 " "
31324-56	Harold E. Dale, et ux	500 " "
31324-57	Erie Thelma Miles	500 " "
31324-58	Claudia M. Courtney	375 " "
31324-59	Chas. A. Bess, et ux	1,125 " "
31324-60	Rob't F. Johnson, et ux	500 " "
31324-61	Henry Hattig, Jr., et ux	375 " "
31324-62	Minthorn Community Church	375 " "
31324-63	Lura Poole	1,012 " "
31324-64	Lester L. Boring, et ux	675 " "
31324-65	Helen E. Hayden	625 " "
31324-66	Harvey G. Oberg, et ux	500 " "
31324-67	?	500 " "
31324-68	Alda E. Pettyjohn	500 " "
31324-69	August Krick, et ux	500 " "
31324-70	Melvin L. Carrothers, et ux	500 " "
31324-71	Fred S. Pointer, et ux	40 " "
		518 " "
31324-72	John V. Chapin, et ux	40 " "
		518 " "
31324-73	Jos. M. Stransky, et ux	500 " "

File No.	Name	Area
31324-74	Richard Finger, et ux	500 sq. ft.
31324-75	Walter Leuthold, et ux	500 " "
31324-76	J. B. Goddard, et ux	500 " "
31324-77	Clyde W. Pense, et ux	500 " "
31324-78	Harvey L. Larson, et ux	425 " "
31324-79	Rob't W. White, et ux	425 " "
31324-80	Wm. G. Fritch, et ux	425 " "
31324-81	Grant Fulmore, et ux	250 " "
31324-82	Lester O. Fellows, et ux	600 " "
31324-83	Ann K. Ray	225 " "
31324-84	Eva M. Peake	50 " "
31324-85	James L. Yokum, et ux	750 " "
31324-86	Paul Mueller, et ux	775 " "
31324-87	?	250 " "
31324-88	Martin J. Heydel, et al	1,062 " "
31324-89	John E. Couts, et ux	531 " "
31324-90	Myrl Patterson, et ux	531 " "
		500 " "
31324-91	Martin J. Heydel, et ux	500 " "
31324-92	Ira I. Brown, et ux	500 " "
31324-93	Lee Kronberg, et al	500 " "
31324-94	Herbert C. Clark, et ux	500 " "
31324-95	Jos. J. Gerling, et ux	500 " "
31324-96	James R. Steele, et ux	500 " "
31324-97	Adrian N. Pearson, et ux	500 " "
31324-98	Irvin F. Jensen, et ux	17 " "
		483 " "
31324-99	Happy Valley Delv. Co. (?)	17 " "
		483 " "
31324-100	Edna M. Brack	500 " "
31324-101	?	750 " "
31324-102	Clayton H. Jones, et ux	1,250 " "
31324-103	Thos. R. Hazel, et ux	300 " "
		1,500 " "
		1,650 " "
31324-104	R. A. Kronberg	9,000 " "
		1,500 " "
31324-105	Fred P. Hoffman, et ux	1,500 " "
31324-106	Jack D. Hoffman, et ux	500 " "
31324-107	Arthur E. Stradley, et ux	1,000 " "
31324-108	Homer P. Day, et ux	500 " "
31324-109	Allen A. Wakeman, et ux	500 " "
31324-110	Edw. B. Johnson, et ux	1,000 " "
31324-111	Alfred I. McArdell, et ux	375 " "
31324-112	Raymond R. Ludwick, et ux	585 " "
31324-113	Ernest O. McLaughlin, et ux	540 " "
31324-114	Leroy G. Coates, et ux	750 sq. ft.
31324-115	Larry Knutsen, et ux	250 " "
31324-116	John J. Flink, et ux	2,200 " "
31324-117	Hartman ?	500 " "
31324-118	J. E. Strondberg, et ux (On contract to G. J. Marich, et ux)	480 " "

NOTED
H. S. COX

August 2, 1960

NOTED
Harold C. Ayers

Clackamas County Court
Courthouse
Oregon City, Oregon

Gentlemen:

On July 28th, A satisfactory bid was received from Logan, Taylor and Company of Portland, Oregon, for construction of the Milwaukie - Harmony Points section, F.A.S. 133. As per agreement between county and state, the following advance deposit is required of the County prior to awarding of a contract.

Bid Item		$213,559.00
Additional Items -	Flagging	1,000.00
	Traffic Signal Revision	1,500.00
	Signing	200.00
	Moving Mail Boxes	1,500.00
		217,759.00
Engineering and Contingencies (12½%)		27,219.88
Estimated Total Cost		$244,978.88

County Advance Deposit:
20% of $244,978.88 - $49,000.00

Please make this advance deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $49,000.00, forwarding same to this office.

Enclosed are three right-of-way certificates, two of which must be signed and returned to this office. Upon receipt of the deposit and right-of-way certificates, a contract can be awarded for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

H S Cox
By H. S. Cox
Assistant County & City Relations Engineer

HSC:ge
Encl.

RECEIVED
JUL [illegible] 1960
FOR FILING
5-458 (1)
#5782

Salem, Oregon
July 21, 1960

MISC. CONTRACTS and
AGREEMENTS No. 2249

FAS Project Agreement
Clackamas County

Mr. C. G. Swenson
Engineer City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engineer, County & City Relations

Attached is a conformed copy of an agreement with Clackamas County covering the Milwaukie-Harmony Point Section on FAS 133 in Clackamas County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Clackamas County.

Very truly yours

Secretary

rn
Attach: 1

FORM E-30X 80M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1960

SUBJECT: FAS Project Agreement
Clackamas County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Milwaukie-Harmony Point Section on FAS 133 in Clackamas County. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 11/5/59.

John D. Graham
John D. Graham
Office Engineer, County & City Relations

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

AUTHORIZ
DATE 11-5-59 Min Page 23
Floyd Query
Secretary

RECEIVED
JUL 21 1960
FOR FILING

5-458 (1)

#5782

July 21, 1960

Board of County Commissioners
Clackamas County
Court House
Oregon City, Oregon

Gentlemen:

We are enclosing for the records and files of Clackamas County a fully executed copy of an agreement covering the Milwaukie-Harmony Point Section of FAS 133 in Clackamas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
C. G. SWENSON

June 10, 1960

NOTED
Harold C. Ayers

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Milwaukie-Harmony Point Section of FAS 133.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $243,000; however, the low bid received plus 12½% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest, with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than June 20.

As this office has not been advised regarding the status of right-of-way negotiations, three right-of-way certificates are enclosed for your respective signatures. An early return of two signed copies of the certificate will be greatly appreciated. Any conditions agreed to in the right-of-way negotiations which might affect the construction of this project should be listed at the bottom of the right-of-way certificate.

It is presently planned to accept bids for this project on June 30.

Very truly yours,

W. C. Williams
State Highway Engineer

H S Cox

By: H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

June 7, 1960

NOTED
H. S. COX

Mr. John H. Keeley, Jr.
Clackamas County Engineer
Courthouse
Oregon City, Oregon

(FAS 133)

Dear Mr. Keeley:

As requested by you, I am enclosing two pictures showing "before" and "after" construction of the Oswego Section, Country Club Road and A Avenue, FAS 680, in Oswego. Although this section was built 64' and 76' between curbs and is wider than the proposed King Avenue Section, the construction details of the two projects are quite similar.

Thw two pictures do not have to be returned and extra prints are available if you need them.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

RHP:mm
Encl.

Salem, Oregon
May 27, 1960

NOTED
H. S. COX

NOTED
C. G. SWENSON

Milwaukie-Harmony Point
FAS 133, Clackamas County

Mr. Tom Edwards
OFFICE

NOTED
V. P. [illegible]

The subject named project has approximately 8000 cubic yards of excess material that must be disposed of off the limits of the project. The field data proposes haul and a disposal field on Monroe Street, which site is approximately 1000 feet off the limits of the job.

The B.P.R. has been consulted regarding this matter and they advise that haul on this material must be non-participating.

It is therefore suggested that on this project, items for haul be eliminated and that any excess materials become the property of the contractor with the stipulation that the original disposal site be available for the contractor's use in the event he desires to use same.

H S Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

cc: Frank Hall
V. G. O'Neil

FORM [illegible] 5M 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

P.O. Box 4699
Portland 2, Oregon
May 25, 1960

NOTED
H. S. COX

NOTED
C. G. SWENSON

Carl E. Green & Associates
Consulting Engineers
510 Henry Building
Portland 4, Oregon

Dear Sir:

Your letter of May 20, 1960, requesting compensation for change in the Clackamas Water District facilities on King Road was received in this office today, having first gone to Mr. Lowell Johnston at West Slope.

This is a county FAS project and under our standard agreement on these projects, the county handles all utility moves. I am, therefore, referring your letter to the Board of Commissioners of Clackamas County.

Yours very truly,

A. E. JOHNSON
Division Engineer

By

A.V. Benedict
A. V. BENEDICT
Assistant Division Engineer

AVB:g
cc: Tom Edwards
C. Swenson ✓
L. Turk
Board of Commissioners
Clackamas County

RECEIVED
[illegible] 1960
[illegible]

FORM 8-123 5M 4-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

P.O. Box 4699
Portland 2, Oregon
May 25, 1960

Board of County Commissioners
Clackamas County
Oregon City, Oregon

RE: Milwaukie-Harmony Point Section
King Road

Gentlemen:

I am forwarding herewith a letter from Carl E. Green and Associates, Consulting Engineers, representing the Clackamas Water District on King Road.

Mr. Green's letter requests compensation from the State Highway Department for changes in the water line facilities. Our standard agreement on these FAS county projects provides for the county taking care of utility moves, and I presume that will be the case in this instance.

While I do not believe that the Clackamas Water District is entitled to compensation, I am referring this letter to you for such action as you may deem necessary.

Yours very truly,

A. E. JOHNSON
Division Engineer

By

A.V. Benedict
A. V. BENEDICT
Assistant Division Engineer

AVB:g
Encl.
cc: Tom Edwards
C. Swenson ✓
L. Turk

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

510 [illegible] Building
Portland 4, Oregon
CApitol 7-2770

File

Date May 20, 1960

G.E.

Mr. ~~L.~~ Johnson, Division Engineer
State Highway Department
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Re: King Road Reconstruction - Clackamas Water District

Dear Mr. Johnson:

During the last month or so I have discussed with your Mr. Turk matters pertaining to the proposed reconstruction of King Road in so far as it affects the water system of the Clackamas Water District. Recently your Salem office [illegible] furnished a plan and profile of the proposed work and we have reviewed the plans and checked the situation in the field.

It appears to me that about [illegible] ft. of main along King Road from [illegible] to [illegible]th Avenue East will have to be reconstructed as well as two pipe lines at the intersection at S. E. 6[illegible]th for a total distance of about 130 ft. It also appears that two fire hydrants will have to be reinstalled and that a number of service lines and meters may have to be reconstructed.

A limited number of pot holes have been excavated to the present main along the South side of King Road and would seem to indicate that there may be sufficient cover to protect the pipe line during construction but the information is not complete and we do not know the kind of equipment which may be used to remove material and place the new road base. There is a possibility of [illegible] and damage to the line and also to the copper service lines from the mains to the meters.

The Board of Commissioners of the District discussed these matters at a special meeting last night and directed me to advise you of the situation and to request compensation from the State Highway Department for the changes in the facilities made necessary by your proposed construction.

We shall be glad to go over this project with you or your representative in the field and Mr. Britton of the Water District will be glad to uncover pipe lines at additional places in order that more detailed information may be obtained.

Very truly yours,

Carl E. Green

CARL E. GREEN & ASSOCIATES

[illegible] Water District

NOTED
H. S. COX

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
5/4/60

FAS 133, CLACKAMAS COUNTY

TERMINI: From easterly city limits of Milwaukie easterly to FAP 41 (Milwaukie-Cascade Highway Section).

PROPOSED WORK: Grade, drain, and construct a 48' curbed, high type surface roadbed with 4' A.C. footpaths on both sides.

PROJECT LENGTH: 1.85 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$243,000	$145,800	$48,600	$48,600 (Co.)

EXISTING FACILITIES: Roadway - 18' to 20' bituminous wearing surface on 24' to 30' wide roadways. No substandard grade or alignment.

ADJACENT SECTIONS:
WEST END - 20' wide bituminous wearing surface.
EAST END - Junction FAP 41. Asphaltic concrete wearing surface.

PROJECT DATA: Grade, drain, construct curbs, storm sewers, and asphaltic concrete pavement 48' wide between curbs. Also construct 4' A.C. pavement footpaths on both sides.

STRUCTURES: None.

ROW:	70' minimum.
ACCESS CONTROL:	None.
RR XING:	None.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
UNUSUAL OR COMPLICATED SITUATIONS:	None.

FAS 133 serves as connecting link between city of Milwaukie and Cascade Highway. This route serves a highly developed residential area with numerous side streets and approaches. Present A.D.T. approximately 4,000.

HSC:mm

FAS 83 County [illegible] Contract No. [illegible]

Section

Location

4/29/60

FAS 133 **County** Clackamas **Contract No.** (5782)

Section

Location

60-C 57

[illegible]

60-C 57

4/29/60 FAS 133 Clackamas Co

[illegible] looking E

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
C. G. SWENSON

NOTED
H. S. COX

April 1, 1960

Clackamas County Court
Courthouse
Oregon City, Oregon

FAS 133

Gentlemen:

This is in answer to your question regarding the expenditure of your FAS funds on King Road.

Federal regulations prohibit the expenditure of secondary funds within the corporate limits of cities of more than 5,000 population. It is my understanding that the City of Milwaukie has petitions requesting annexation of an area encompassing King Road between the present east city limits and Linnwood Avenue. If this annexation is made prior to the time this project is programmed with the Bureau of Public Roads, this portion of the road could not be built with Federal secondary funds.

I am sorry that I cannot at this time give you a date when this programming can be accomplished, but believe it could possibly be done in the next eight to ten weeks.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm

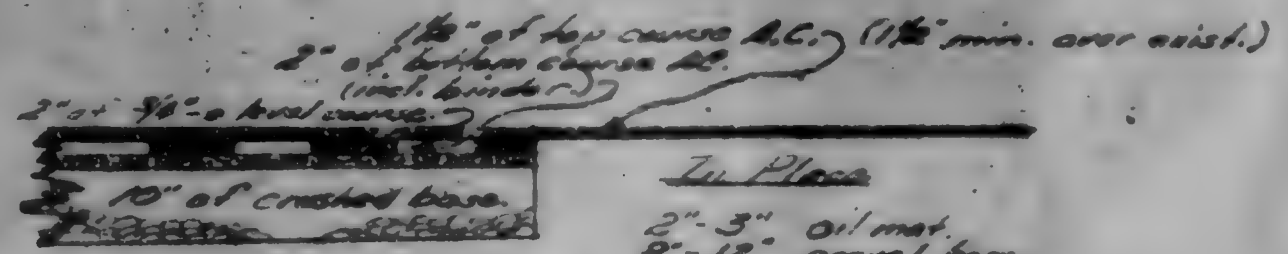
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section *Milwaukie - Cascade Hwy* Highway *F.A.S. 123* County *Clackamas* Prefix *503-1496*

Res. Engr. *W. L. Scofield* Approx. Length of Project *20* Miles. Sta. ______ to Sta. ______ Date *12-21-59*

TYPICAL SECTIONS *Traffic Classif. - Heavy*

New Work & Widening | *Existing Roadway*



In Place

2"-3" oil mat.
8"-12" gravel base.

14" Credit

Typical Soil

28 LL
5 PI
0 % Rock
50 % Sand
36 % Silt
14 % Clay
30 R-Value

Legal

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
	New Work			
			3½	A.C.
			2	[illegible]
			10	C. Base
15½			15½	
Over existing [illegible]				
			1½	" A.C.
		14		
15½			15½	

12-21-59

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

NOTED

RECEIVED
DEC 29 1959
COUNTY [illegible] ONS

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by *H. L. Decker*
Staff Assistant

Recommended by *[illegible]*
Engineer of Materials

Recommended by *J. M. Edwards*
Construction Engineer

Approved by *Forrest Cooper*
Deputy State Highway Engineer

NOTED

RECEIVED
DEC 9 1959
ENGINEER
CO[illegible] RELATIONS

LOCATION PROSPECTUS
MILWAUKIE-CASCADE HIGHWAY SECTION
FAS 133 - KING ROAD
CLACKAMAS COUNTY

12-7-59

The following prospectus is submitted concerning the above-mentioned section of King Road, which is a county road on the Federal Aid Secondary System. The westerly terminus is at the easterly city limits of Milwaukie. The easterly terminus is at the Cascade Highway (State 160, FA 41). The overall length of the project is approximately 2 miles.

This will be a location survey to prepare plans, specifications, and estimates for widening the existing facility to a 48-foot curbed street section. Minor line revision will be made in the vicinity of 70th Avenue. The remainder of the project should follow the existing alignment and grade as closely as possible so that construction may remain within the existing 60-foot right of way plus slope easements as required. The town of Milwaukie is at the westerly limits of the project.

The general route is along the existing facility. Reconnaissance is not necessary. The centerline of the existing right of way will be furnished by the county engineer. Soils investigation will be conducted. Drainage studies will be made as required. An economic analysis is not needed at this time.

The existing (1958) ADT is 4,000 and the projected (1978) ADT is 6,000. Traffic warrants a four-lane facility. The maximum grade and curvature will be determined by survey. Existing maximum grade and curvature are 6% (approximately) and 29°30' respectively. The typical section will consist of 48-foot curbed street section with 5-foot A.C. footpaths on each side. Deviation from State and Federal standards is not anticipated.

Rise and fall and central angle data will be developed during the survey.

This will be an unrestricted access facility with no interchanges, railroad crossings, or stream crossings.

Material is available from local commercial or State-controlled sources.

Agreements with the county will be necessary.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

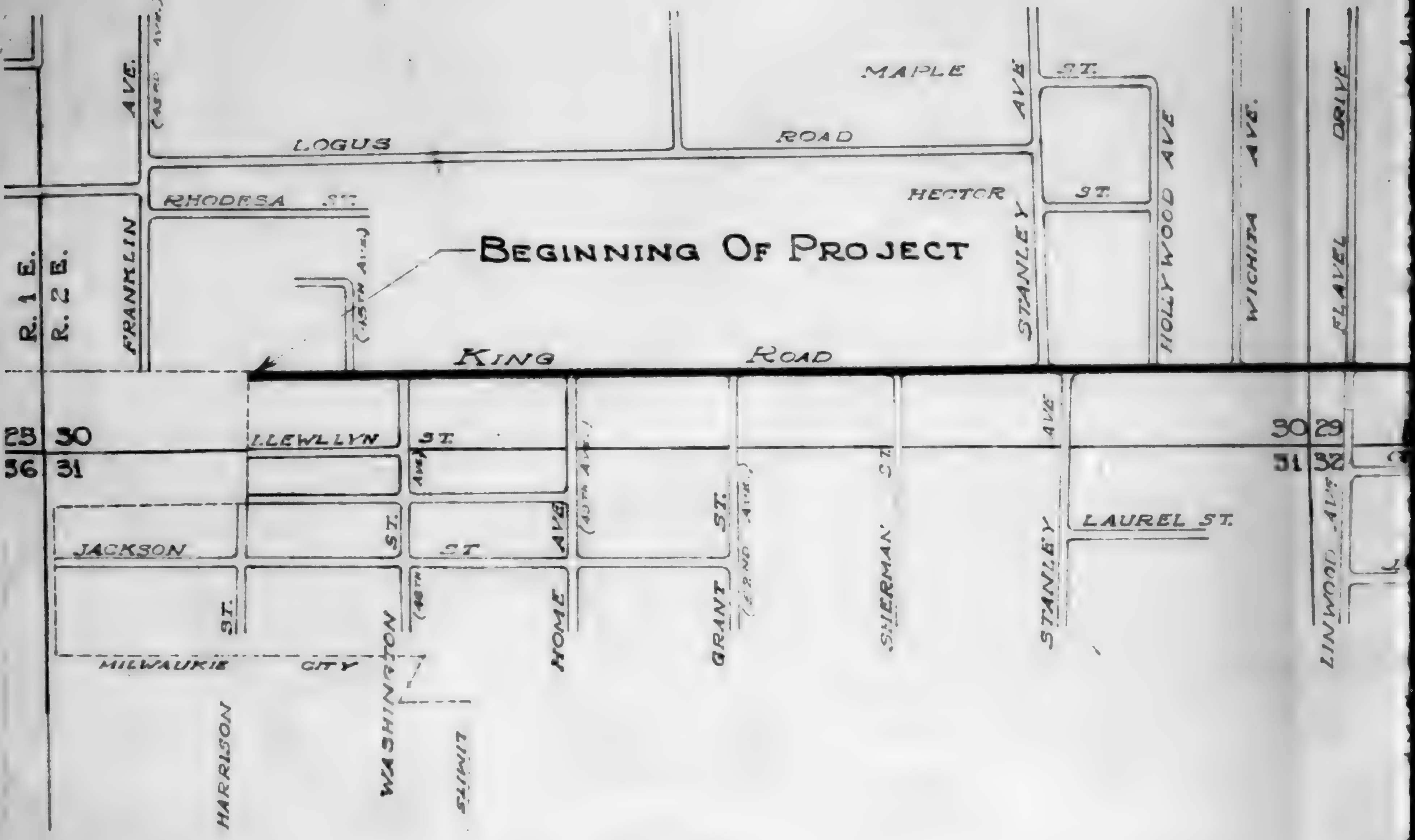
There are no State parks or roadside rest areas affected by this project.

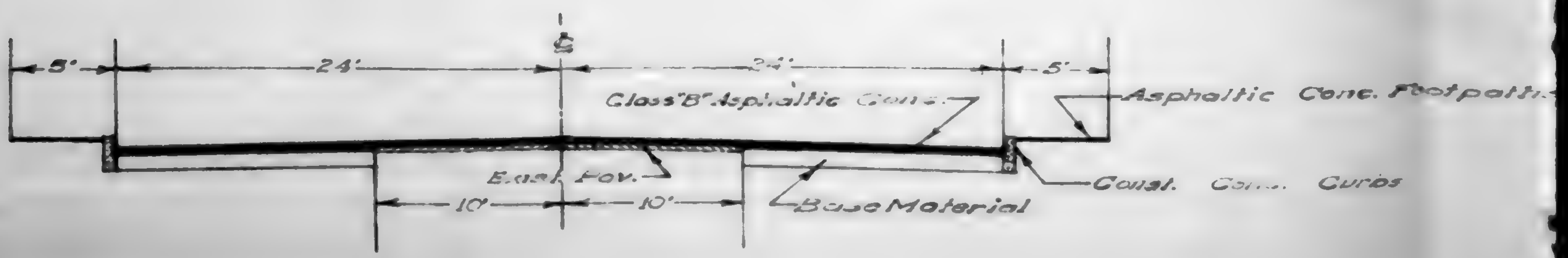
December 7, 1959

Attachment

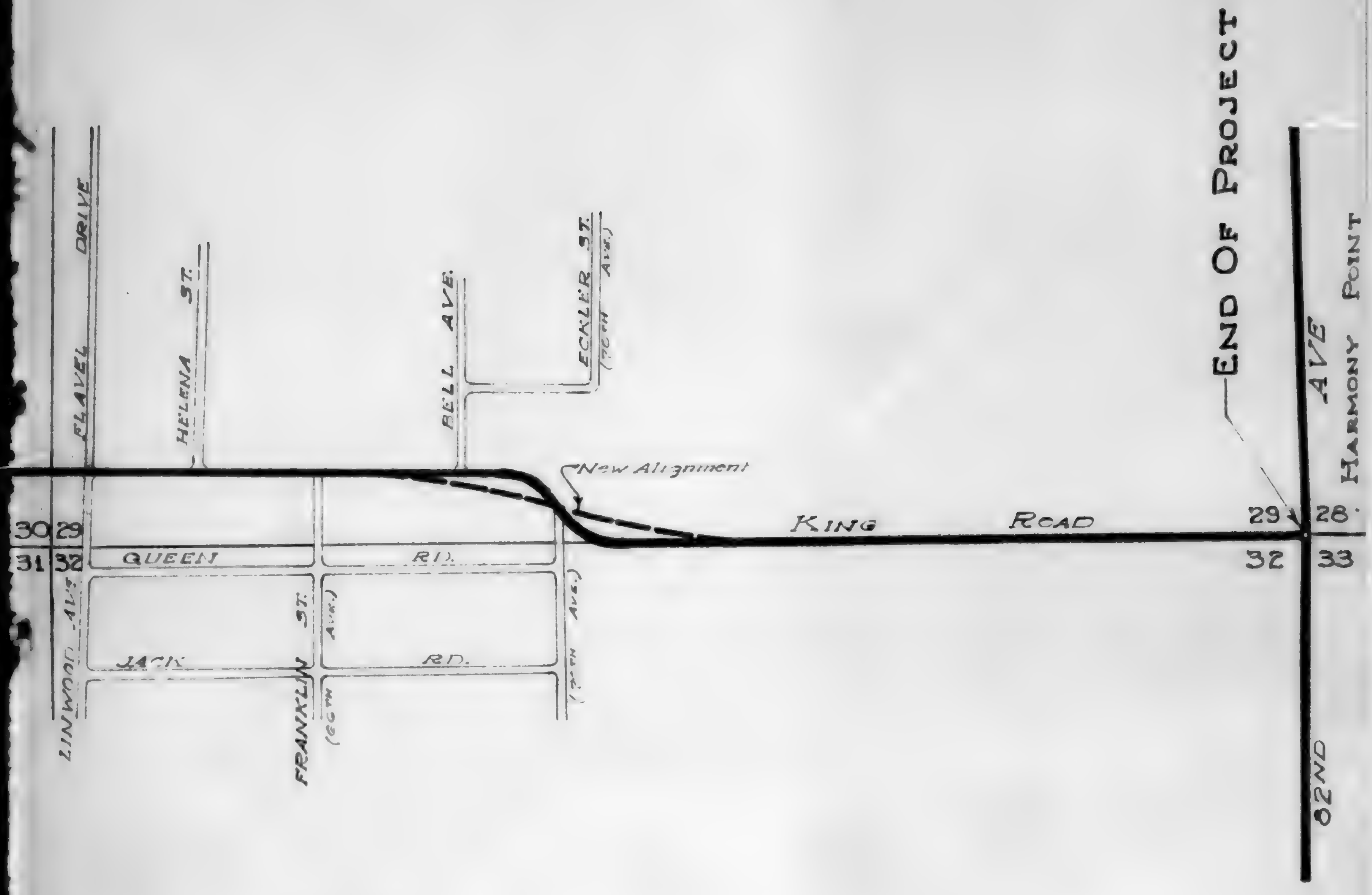
cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
A. E. Johnson (2)
W. J. Scofield
C. H. Armstrong
Mark Astrup
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson ✓
Walter T. Wright

PROSPECTUS SKETCH MAP
MILWAUKIE CITY LIMITS - HARMONY POINT
KING ROAD
CLACKAMAS COUNTY


MAPLE
ST.
AVE.
LOGUS
ROAD
AVE. (42ND AVE.)
RHODESA ST.
HECTOR
ST.
HOLLYWOOD AVE
WICHITA AVE.
FLAVEL DRIVE
BEGINNING OF PROJECT
R. 1 E.
R. 2 E.
FRANKLIN
(45TH AVE.)
STANLEY
KING
ROAD
25
30
36
31
LLEWLLYN
ST.
AVE.
30
29
31
32
AVE.
(40TH AVE.)
ST.
(42ND AVE.)
ST.
JACKSON
ST.
ST.
AVE.
LAUREL ST.
ST.
(48TH
MILWAUKIE
CITY
HOME
GRANT
SHERMAN
STANLEY
LINWOOD AVE
HARRISON
WASHINGTON
LIMITS


5'
24'
℄
24'
5'
Class "B" Asphaltic Conc.
Asphaltic Conc. Footpath
Exist. Pav.
Const. Conc. Curbs
10'
10'
Base Material

TYPICAL SECTION


END OF PROJECT
FLAVEL DRIVE
HELENA ST.
BELL AVE.
ECKLER ST. (70TH AVE.)
AVE HARMONY POINT
New Alignment
KING ROAD
30 29
31 32
29 28
32 33
QUEEN RD.
JACK RD.
LINWOOD AVE.
FRANKLIN ST. (66TH AVE.)
(72ND AVE.)
82ND
Footpaths

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

NOTED
V. R. JONES

November 9, 1959

Clackamas County Court
Courthouse
Oregon City, Oregon

Gentlemen:

On November 5, the Highway Commission approved the project as described in the attached tabulation which is believed to conform with the county's request.

The FAS funds for the project will be governed by the unobligated balance available to Clackamas County which at the present time is estimated to be $243,000 rather than the $275,000 shown in the tabulation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att: Tab. 59-g

NOTED
Harold C. Ayers

NOTED

RECEIVED
SEP 2 - 1959
ENGINEER
COUNTY & CITY RELATIONS

INTER OFFICE CORRESPONDENCE

COPY

TO: John Keeley

FROM: County Commissioners

DATE: August 28, 1959

RE: King Road Relocation and Improvement Project

NOTED
John F. Hagemann

John Hagemann of the State Highway Commission contacted Commissioner Ely Thursday, the 27th of August, and stated that the relocation of King Road at the intersection with Brickley Avenue had been examined by their engineers relative to the County survey and field notes and that this survey was acceptable to the State as a proper relocation to eliminate the reverse curves. The balance of the project will be confined within ~~State~~ Existing right-of-way.

The Portland Natural Gas Company is contemplating a new gas main through this territory and it is our desire that this project of the Gas Company's be completed to eliminate the possibility of tearing up our new construction at a later date.

This will be your authorization to proceed with the procurement of the necessary right-of-way as per your survey. Portland Road and Driveway is committed to furnish the right-of-way free of charge in return for street vacation wherein they received certain considerations which leaves only Kronberg to deal with, if our understanding is correct.

As soon as you have the descriptions and deeds drawn for these pieces of right-of-way, you may contact the Commissioners and we will discuss procedure for a negotiation to close the deals.

Sincerely yours,

Chairman

Commissioner

Commissioner

See ST #132
Letter dated 9/18/59

SCE/ls
cc: Portland Natural Gas Co.
Right of Way Agent
John Hagemann, State Highway ✓

NOTED
Harold C. Ayers

Salem, Oregon
August 25, 1959

NOTED
C. G. SW[illegible]ON

Proposed County FAS Project
FAS 133, Clackamas County

Mr. A. G. Skelton
Division Engineer
Portland

NOTED
V. R. JONES

Enclosed are three copies of a tabulation, with map attachment, describing a county FAS project proposed by Clackamas County for construction with available FAS funds.

Due to the Northwest Natural Gas Company's plans for installing gas pipe and a regulator station along this road during September, 1959, Mr. Edwards has advised that we will establish our line through the short section of realignment to aid the gas company in its planning.

Mr. Barbee arranged this date for the Metropolitan Division to put a crew on this realignment immediately. The field data developed by this crew will be turned over to you for completion of the entire survey.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl: Tab. 59-g

NOTED
[illegible]

NOTED
V. R. JONES

Salem, Oregon
August 25, 1959

NOTED
Harold C. Ayers

Proposed Clackamas County FAS Project
FAS 133 (King Road)

Mr. Tom Edwards
OFFICE

Enclosed are six copies of a tabulation, with map attachments, describing a project proposed by Clackamas County for construction with fiscal year 1961 funds which are expected to be available to the county. This project will be presented to the Highway Commission for approval at its September meeting.

The short section proposed for realignment is the section I discussed with you and Mr. Paxson this date relative to our completing the survey and plans for this section as soon as possible so that the Northwest Natural Gas Company of Portland can be guided in placing its gas lines and regulator installation which the company plans to install as soon as possible.

The county engineer's office advised that the county has made a location of this section and will make the survey data available upon request. We may wish to revise the county's alignment as it contains two 12° horizontal curves. If this curvature can be reduced without involving acquisition of buildings, it should be done.

Mr. Harper of Northwest Natural Gas, Portland, was the gas company representative who contacted me regarding the gas line installations. He can be reached at CApitol 7-7611, extension 219.

Note: We will use countys alinement. Mr. Harper advised on 8/27/59 to make his negotiations directly with the Co.

JFH 8/27/59

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
cc: O. S. Paxson
Vic Wolfe

Att: Tab. 59-g

PROPOSED PROJECT
CLACKAMAS COUNTY

243,000
~~[illegible]~~

FAS 133, Milwaukie-Cascade Highway Section, approximately 2 miles, ~~$275,000~~.

This section extends from the easterly city limits of Milwaukie easterly to FAP Route 41 (Cascade Highway). The city limits of Milwaukie have undergone recent changes and may not be as shown on the general highway map.

The proposed project is to construct a curbed street section 48' wide between curbs, utilizing as much of the existing 20' wide asphaltic pavement as possible. A short section extending from approximately Franklin (66th) Avenue to a short distance east of 70th Avenue is to be constructed on an improved grade and alignment. The balance of the road is to follow the existing grade and alignment as closely as possible so that the project may be constructed within the existing 60' right-of-way plus slope easements as required. The abutting property along this road is highly developed and any additional right-of-way takings would be beyond the county's financial abilities as well as creating excessive property damage. The county engineer will establish the center line of the existing right-of-way and furnish this data to our locating engineer. The present ADT for this route is approximately 4,000. The county will either operate the route after completion as a two-lane facility with parking until four-lane volumes develop and then prohibit parking and operate four 11' lanes with a 2' curb offset, or operate it as four lanes immediately after completion.

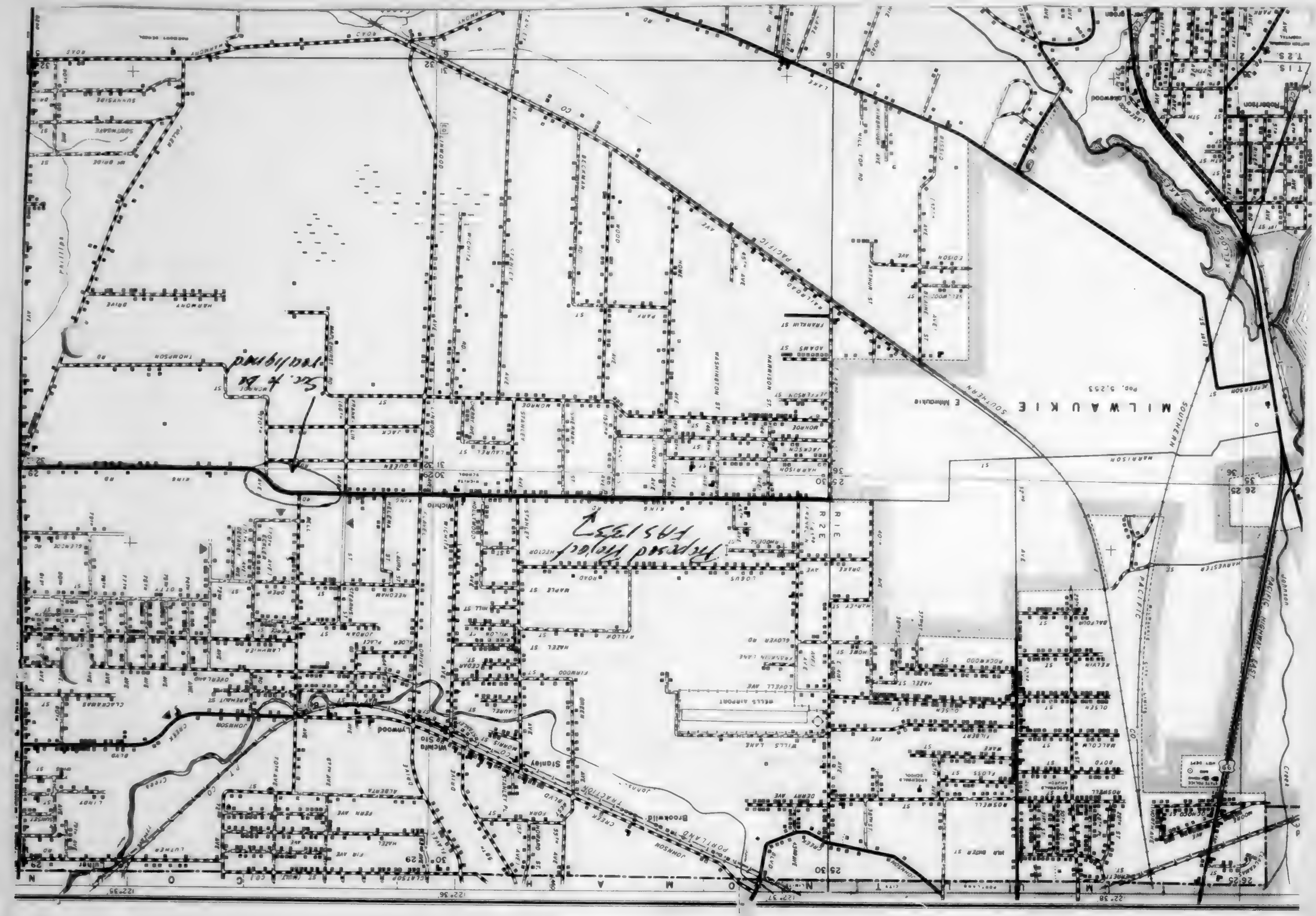
The project is also to include asphaltic concrete footpaths 5' in width on each side.

The $275,000 programmed above represents the presently estimated total of FAS funds which will be available to the county through 1960. This figure may be adjusted as final costs of projects presently under contract become available.

County match money will not be available until July 1, 1960, so this project cannot be contracted until June, 1960.

Approved
11-5-59

59-g
8/24/59


MILWAUKIE
Pop. 5,253
E Milwaukie
SOUTHERN PACIFIC CO
PORTLAND TRACTION CO
PACIFIC HIGHWAY EAST
JOHNSON CREEK BLVD
KING RD
R 1 E
R 2 E
T 1 S
T 2 S
KELLOGG LAKE
WELLS AIRPORT
Brookwild
Stanley
Wichita
Lynwood
122°35
122°36
122°37
122°38
M U L T N O M A H C O

Proposed Project FAS 1357

Sec. 4 Rd railroad

S-317(1) K.I.D. "A" Canal Bridge, 1960
Klamath Falls
#5783

C+A
2272

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

[illegible]TED

NOTED
V. R. JONES

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-1-62	CC-750		518-1076-[illegible]97 518-1070-[illegible]97

Contract 5783
S-317(1)

- Klamath County
- Courthouse
- Klamath Falls, Oregon
- Attn: County Court

NOTED
R. H. FRANGE

INVOICE NUMBER
74214

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: FAS 685, Wilson River Dam Bridge FAS 686, K.I.D. "A" Canal Bridge (Homedale Road) and FAS 686, K.I.D. "A" Canal Bridge (Hope Street) Covered by agreements dated August 10, 1956, and August 19, 1960.			
Original advance deposit (Contracts #4803 &5783)		$22,976.61	
Less amount previously transferred		19,276.61	$3,700.00
County's share as per attached statement		$21,011.83	
Less amount previously transferred		19,276.61	$1,735.22
To be refunded			$1,964.78

By

A 150 (REVISED 7-60)

FORM E-116-X 50M 1-61

COMMISSIONERS
[redacted]
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
DON HARWELL

April 25, 1962

NOTED
H. S. COX

Klamath County Court
Courthouse
Klamath Falls, Oregon

Gentlemen:

file

Final costs are now available for the Wilson Dam Bridge on FAS 685, Contract #4803, and the two K.I.D. "A" Canal Bridges on FAS 686, Contracts #4803 and #5783, covered by agreements dated August 10, 1956, and August 19, 1960, as shown in the attached cost statement.

In accordance with the agreements, a refund of $1,964.78 is due the County in connection with these projects. This refund will be paid by our accounting division within the next few days.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Verne R. Jones
County and City Relations Planning Engineer

VRJ:mm
Encl.

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

September 27, 1961

Mr. J. R. Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Dear Mr. Kalinoski:

In answer to your letter of September 22, the proper numbering on the extension of Washburn Way is FAS 427. Prior to submitting this FAS route to the State Highway Commission for approval we sent you two copies of a map for the Court's signature on which the route was designated as FAS 427. One of these maps was for your files. The "Bridge Project Form" should be corrected accordingly.

The two "A" Canal bridges on FAS 686, while not in the same contract, were included in the same Federal-aid project and final cost statements cannot be provided until final Federal funds are collected on the Hope Street Bridge. The normal time lapse between the completion of a project and receipt of final payment of Federal funds is from six months to a year. Immediately upon receipt of the final Federal payment this office provides the County with a statement of cost.

file

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

Verne R. Jones
County and City Relations Field Engineer

VRJ:mm

RECEIVED
JUN 28 1961
FOR FILING

5783

June 23, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5783 for construction of the K.I.D. "A" Canal (Wiard Road) Bridge on the Hope-Homedale Loop Road (FAS 686) in Klamath County was completed by the contractor, Pacific Concrete Co., & Otis P. Jordan, Jr., on April 4, 1961, and was formally accepted by the Highway Commission on May 26, 1961.

Final payment in the amount of $3,451.75 will be released to the contractoe on or after June 30, 1961. The total contract amount is $37,179.50, and no force account work was performed on the project.

You were previously notified that a claim had been filed against this contract, but has since been paid.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Glens Falls Insurance Co.,
James E Schram & Co.,
609 Mead Bldg.,
Portland 4, Oregon

cc: Pacific Concrete Co., and
Otis P. Jordan, Jr.,
10401 NE Marx Street
Portland, Oregon

RECEIVED
MAY 11 1961
FOR FILE

S-317(1)

5783

May 10, 1961

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

We received a letter, dated May 8, from Pacific Concrete Company advising us that on May 4, 1961, they made payment of $6,217.40 to Acme Concrete. Their letter states that this payment represents February and March accounts in full, without interest.

Our records indicate this to be in connection with State Highway Contract No. 5783 with Pacific Concrete Co. & Otis P. Jordan, Jr., for bridge construction on the K.I.D. "A" Canal (iard Road) Section of the Hope-Homedale Loop (FAS 686) Highway in Klamath County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
James E. Schram & Co.
609 Mead Building
Portland 4, Oregon

Pacific Concrete Co. &
Otis P. Jordan, Jr.
P. O. Box 7648
Portland, Oregon

NOTED ON CARD
dc

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
MAY 11 1961

FOR FILING

5-377(1)
5783

May 10, 1961

Pacific Concrete Company
P. O. Box 7648
Portland 20, Oregon

Attention: Mr. G. Robert Bussanich

Gentlemen:

Thank you for your letter of May 8 informing us that you have made payment to Acme Concrete in the amount of $6,217.40, which represents February and March accounts in full, without interest.

Our records indicate this to be in connection with State Highway Contract No. 5783 with Pacific Concrete Co. & Otis R. Jordan, Jr., for bridge construction on the K.I.D. "A" Canal (Wiard Road) Section of the Hope-Homedale Loop Highway in Klamath County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Acme Concrete
P. O. Box 68
Klamath Falls, Oregon

CWH:fp

NOTED ON CARD
dc

PACIFIC CONCRETE COMPANY GENERAL CONTRACTORS

P.O. Box 7648
Portland 20, Oregon

10401 N. E. Marx Street
ALpine 4-7315

May 8, 1961

Mr. Floyd Query, Secretary
State Highway Department
Salem, Oregon

Reference: State Highway Contract 5783
Acme Concrete Co., Klamath Falls, Ore. - $6,309.88

Dear Sir:

With reference to copy of your letter of May 4, 1961 and letter from Acme Concrete stating that this company owed them $6,309.88, including interest, for concrete delivered to the above job, please be advised that payment of $6,217.40 was made on May 4, 1961. This represents February and March accounts in full, without interest.

Yours truly,

PACIFIC CONCRETE COMPANY

G. Robert Bussanich
G. Robert Bussanich

GRB/ac

cc: Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, Calif.

James E. Schram & Company
609 Mead Building
Portland 4, Oregon

Rec.
ack + send cc to
[illegible]
Acme. FE

RECEIVED
MAY 9 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 5 1961

FOR FILING

S-317(1)

5783

May 4, 1961

Acme Concrete
P. O. Box 68
Klamath Falls, Oregon

Attention: Mr. J. C. Lemire

Gentlemen:

This is to acknowledge your letter of May 1 stating that Pacific Concrete Co. owes you $6,309.88, including interest, for materials delivered to the Hope Street Bridge project in Klamath Falls. From the description in your letter this appears to be in connection with State Highway Contract No. 5783 in which Pacific Concrete Co. and Otis P. Jordan, Jr., are the prime contractors. The project is described as bridge construction on the K.I.D. "A" Canal (Wiard Road) Section of the Hope-Homedale Loop (FAS 686) Highway in Klamath County.

This contract was completed April 4, 196 , but has not yet been accepted by the State Highway Commission. The Glens Falls Insurance Company, through James E. Schram & Co., 609 Mead Building, Portland 4, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

The State does not make payment of claims but looks to the prime contractor and the surety for such payment.

If you wish to protect your claim under the bond it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure. In the meantime this information will be noted in our records and we will advise the surety and the contractor regarding its receipt.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON C
dc

Enc.
CWH:fp

P. O. BOX 68

ACME CONCRETE
CONCRETE SPECIALISTS
QUALITY • SERVICE

[illegible] WAY
KLAMATH FALLS, OREGON

May 1, 1961

Oregon State Highway Dept.
Finance Dept.
Salem, Ore.

Re: Hope Street Bridge
Pacific Concrete Co., Contractor

#5783

Gentlemen:

This is to advise you that Pacific Concrete Co. owes us the past due sum of $6,217.40, plus interest of $92.48, or a total of $6,309.88 for materials delivered to Hope Street Bridge in Klamath Falls, Oregon.

Please advise as to what recourse we may have to collect above amount. We would also like to know if collection has been made for above job by Pacific Concrete Co., and the name and address of their bonding company.

Yours truly,

ACME CONCRETE

J. C. Lemire
Owner

JCL: kl

Rec. phone reply
16

RECEIVED
MAY 3 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 5 1961
FOR FILING

S-317(1)

5783

May 4, 1961

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

A letter dated May 1, 1961, has been received from Acme Concrete, Klamath Falls, advising that Pacific Concrete Co. owe them $6,309.88, including interest, for materials delivered to the Hope Street Bridge project in Klamath Falls.

This appears to be in connection with State Highway Contract No. 5783 with Pacific Concrete Co. and Otis P. Jordan, Jr., for bridge construction on the K.I.D. "A" Canal (Wiard Road) Section of the Hope-Homedale Loop (FAS 686) Highway in Klamath County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
James E. Schram & Co.
609 Mead Building
Portland 4, Oregon

NOTED ON CARD

Pacific Concrete Co. and
Otis P. Jordan, Jr.
P. O. Box 7648
Portland, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
APR 27 1961
FOR FILES

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

S-317(1)
5783

April 25, 1961

Mr. C. C. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

Dear Sir:

Pacific Concrete Company completed work on the K.I.D. "A" Canal Bridge Project on the Hope-Homedale Loop Highway in Klamath County, Contract #5783, FAP No. S-317(1), on April 4, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

nk

cc: J. W. Nash
Floyd Query
D. B. Parkes

NOTED ON CARD
Dl

RECEIVED
JAN 30 1961
FOR FILING

COMMISSIONERS
E. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

S-317(1)
5783

January 27, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

Dear Sir:

Pacific Concrete Company started work on K.I.D. "A" Canal Bridge on the Hope-Homedale Loop Highway in Klamath County, Contract #5783, FAP No. S-317(1), on January 23, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: J. W. Nash
Floyd Query
D. B. Parkes

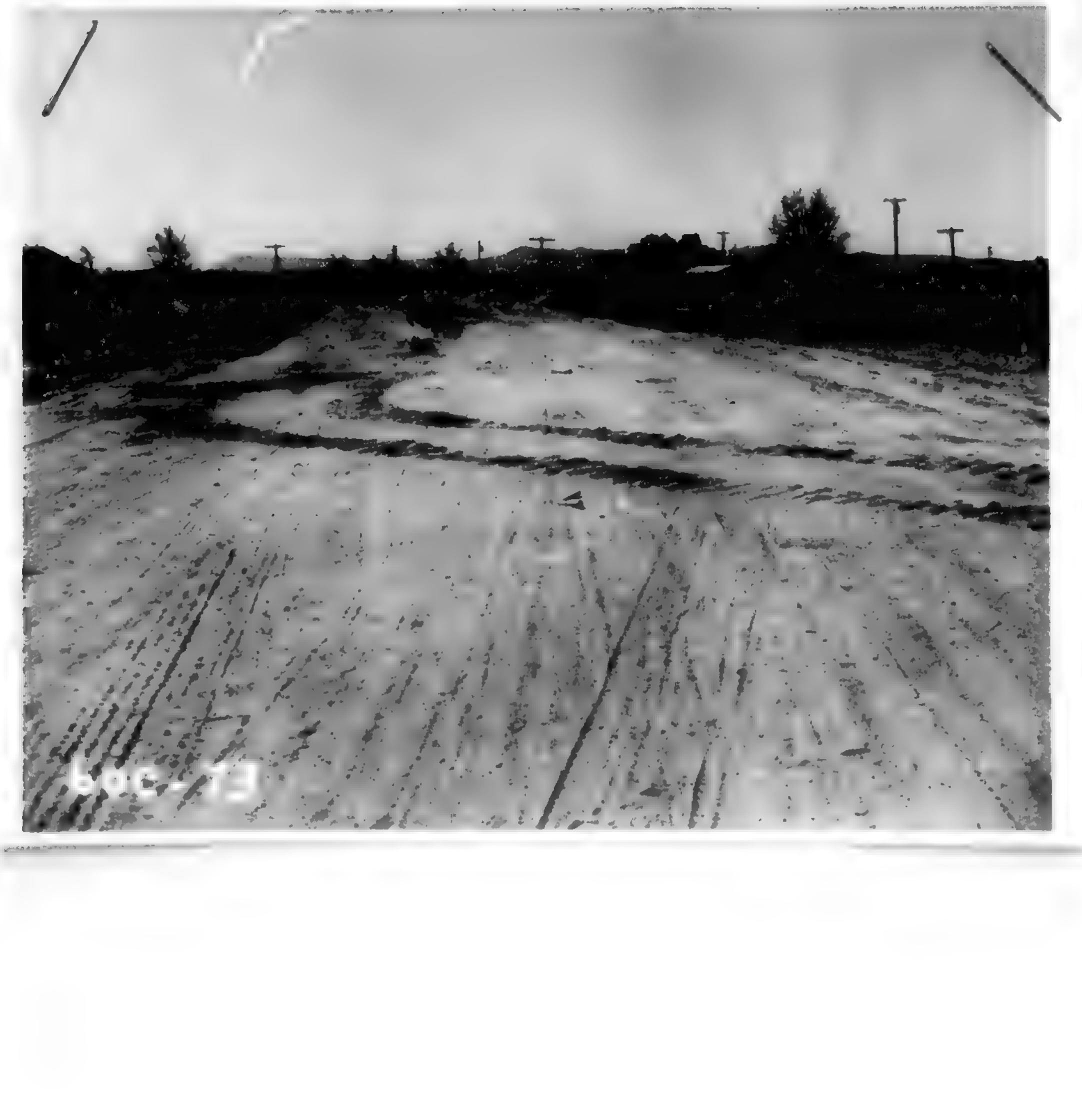
NOTED
FLOYD QUERY

1960

FAS 686 County Klamath Contract No. 5783

Section

Location

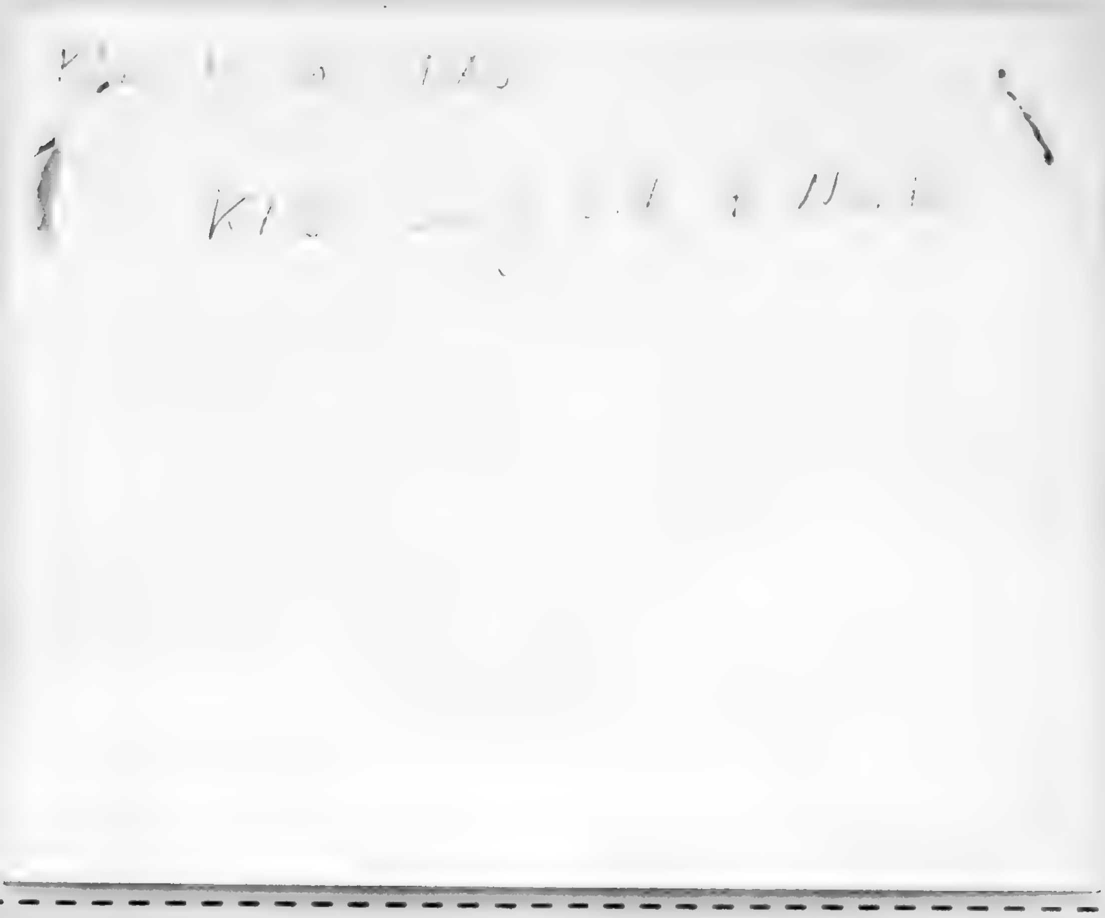


1960

FAS 686 **County** Klamath **Contract No.** 5783

Section

Location



[illegible]

NOTED
H. S. COX

NOTED
C. G. SWENSON

December 30, 1960

Mr. Jack Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
Harold C. Ayers

NOTED
V. R. JONES

Dear Mr. Kalinoski:

The Bridge Division has checked with the contractor on the K.I.D. "A" Canal bridge project on FAS 686 and he has informed them that he will start work on this structure shortly after the first of the year.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm

NOTED
JOHN D. GRAHAM

RECEIVED
OCT 5 - 1960
FOR FILING

S-577(1)
5783

COMMISSIONERS
[illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 30, 1960

Pacific Concrete Company, and
Otis P. Jordan, Jr.,
10401 NE Marx Street
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5783, awarded August 19, 1960, for bridge construction of the K.I.D. "A" Canal (Wiard Road) Bridge on the Hope-Homedale Loop Road (FAS 686) in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Encl.

RECEIVED
SEP 30 1960
FOR FILING
IUP-5-317(1)
5783

Salem, Oregon
September 19, 1960

Mr. R. L. Porter

I am attaching a copy of a letter from the State Industrial Accident Commission concerning the overcrossing of the interchange structure by the Copco power line.

Copies have been given to Curtis Baker, and I am told he is contacting the Bureau of Public Roads concerning approval of the moving of the power company lines.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON

COPY

September 15, 1960

Accident Prevention
Division

Mr. W. C. William, Engineer
State Highway Commission
State Highway Building
Salem, Oregon

Atten:- Mr. G. S. Paxson

Dear Sir:

On August 19th our inspector in Jackson County found it necessary to issue an immediate discontinue work order to the Pacific Concrete Company and Otis P. Jordan, Jr., engaged in bridge construction across the Rogue River because of the proximity of their equipment to high voltage lines running in that area.

Because future work on the bridge will involve the operation of equipment beneath these wires at a distance which is in violation of our State Safety Code, we feel that the only solution to the problem is for the power company to install a bypass for the circuits above this work area or to de-energize the lines while the work is in progress. We do not feel that our regulations would permit us to allow the operation of this equipment while the lines are energized.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

James E. Wiles, Director
Accident Prevention Division

JEW:cl

cc O. H. Smeltz

[illegible]
G. S. PAXSON

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED H. S. COX

NOTED C. G. SWENSON

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9/7/60	cc 643		518-1090-297

INVOICE NUMBER 66505

Klamath County
Klamath Falls, Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$8,346.61
Partial transfer county advance deposit for K.I.D "A" Canal Bridge, FAS 686. Covered by agreement dated August 19, 1960.			6,646.61
To be retained			$1,700.00

ACKNOWLEDGMENT OF BILLING REQUEST

A 150 (REVISED 7-60)

NOTED
R JONES

NOTED
C. G. SWENSON

NOTED
H. S. COX

August 25, 1960

Klamath County Court
Courthouse
Klamath Falls, Oregon

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $6,650 for the K.I.D. "A" Canal Bridge on FAS 686. Contract No. 5783 has been awarded to Pacific Concrete Company and Otis P. Jordan, Jr.

Enclosed is a copy of the contract for your files and also another set of plans. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

HC:CS:mm
Encl.

NOTED
V. R. J

NOTED
C. G. SWENSON

NOTED
H. S. COX

Salem, Oregon
August 19, 1960

Advance Deposit
FAS 686, Klamath County

Mr. C. H. Maison
Auditor
Building

NOTED
Harold C. Ayers

Advance deposit from Klamath County in the amount of $6,650 has been received for construction of K.I.D. "A" Canal Bridge (Wiard Street) on FAS 686.

This project is now clear for awarding a contract.

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

cc: ~~R. L. Porter~~
I.D Merchant.
attention Gardner.

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

NOTED
H. S. COX

August 11, 1960

NOTED
C. G. SWENSON

Mr. H. S. Cox
Assistant County and City Relations Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cox:

Thank you for your letter of August 2, 1960 advising the Klamath County Court of the satisfactory bid for the Hope Street bridge on F.A.S. 686. We have processed a claim on the County Road Department in favor of the Oregon State Highway Commission in the amount of $6,650.00 and the Commission should receive this check very shortly.

In your letter you make reference to a credit in the amount of $1,704.71 to Klamath County from a forest boundary Lake County Line project. Would you kindly drop me a note elaborating on this refund so I will completely understand the transaction.

See FAS 852 letter re final cost, dated 8/17/60

We are, of course, very pleased that the bid for this particular project was considerably less than the estimate of the cost. We have constructed the approaches on either side of the canal and when the contractor begins work following the irrigation season, he should have easy access to the banks of the canal for his purposes.

Very truly yours,

J. R. KALINOSKI
County Engineer

Answered 8-17-60
H.S.C.

NOTED
H. S. COX

NOTED
Harold C. Ayers

August 2, 1960

Klamath County Court
Courthouse
Klamath Falls, Oregon

Gentlemen:

On July 28th, a satisfactory bid was received from Pacific Concrete Company and Otis P. Jordan Company of Portland, Oregon, for construction of the K.I.D. "A" Canal Bridge section, F.A.S. 686. As per agreement between county and state, the following advance deposit is required of the County prior to awarding of a contract.

Bid Items	$37,030.00
Additional Items - None	
	37,030.00
Engineering and Contingencies (12½%)	4,628.75
Estimated Total Cost	$41,658.75

As Klamath County has a refund of $1,704.71 due from the Forest Boundary - Lake Company line project which will be applied to the advance deposit of the K.I.D. "A" Canal Bridge project, a cash deposit of $6,650.00 will be necessary. This will make a total advance deposit of $8,354.71 for the present project.

Please make the advance deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $6,650.00 forwarding same to this office.

Very truly yours,

W. C. Williams
State Highway Engineer

H. S. Cox
By H. S. Cox
Assistant County & City Relations Engineer

HSC:ge

RECEIVED
UG 30 1960
FOR FILING
5-317 (1)

5723

REG. CONTRACTS and
AGREEMENTS No. 2272

Salem, Oregon
August 24, 1960

FAS Project Agreement
Klamath County

Mr. C. G. Swenson
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a conformed copy of an agreement with Klamath County covering the construction of the KID "A" Canal (Hope Street) Bridge on FAS 686 in Klamath County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Klamath County.

Secretary

rn
Attach: 1

FORM E-30X—50M—2-58—18180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1960

SUBJECT: FAS Project Agreement
Klamath County

To: G. S. Paxson

Attached are three copies of an agreement covering the construction of the KID "A" Canal (Hope Street) Bridge on FAS 686 in Klamath County. Two copies of the agreement have been executed by the County and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on 12/19/55.

John D Graham

JDG:ge
Attach.

John D. Graham
Office Engineer

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

[illegible]
DATE 12-19-55 Min Page 25806
Floyd Query
[illegible]

N

RECEIVED
[illegible] 1960

FOR FILING
FAP S-317(1)

5783

August 24, 1960

County Court of Klamath County
Court House
Klamath Falls, Oregon

Gentlemen:

We are enclosing for the records and files of Klamath County a fully executed copy of an agreement between the State Highway Commission and Klamath County covering the construction of the KID "A" Canal (Hope Street) Bridge on FAS 686 in Klamath County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. S-317(1)

Highway No. FAS 686

Name of Project Hope Street-Wiard Street Section

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Klamath Falls, Oregon, this 27th day of July, 1960.

D L Walt County Court Klamath

D L Walter
Judge

Commissioner

Frank L Ganong
Commissioner

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Federal Aid Project No. _____

Name of Project ______________
Hope Street-Wiard Street Section

FAS 686, Klamath County

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights of way or rights of entry for the above-referred to Federal Aid Project have been secured.

Dated at Klamath Falls, Oregon, this 15 day of April, 1969.

Klamath County Court

Walker
Judge

Commissioner

Frank F. [illegible]
Commissioner

RECEIVED
[illegible]
COUNTY & [illegible] TIONS

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

July 13, 1960

Clarence Swenson, Engineer
County-City Relations Department
Oregon State Highway Department
Salem, Oregon

Dear Clarence:

Under separate cover I am sending you the two copies of the State of Oregon-Klamath County agreement for the construction of the KID "A" Canal Bridge on the Hope-Homedale Loop Road, otherwise known as FAS 686. This agreement has been signed by the three members of the Klamath County Court.

Please return one copy of the agreement to me following signatures by the State Highway Commission.

Very truly yours,

J. R. KALINOSKI
County Engineer

RECEIVED

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
Region 2
Klamath Project
P. O. Box 312
Klamath Falls, Oregon

IN REPLY
REFER TO:

July 1, 1960

RECEIVED
1960
LEGAL DEPT.

Oregon State Highway Department

Salem, Oregon

Attention: Earl F. Saling
Right-of-way Office Manager

Reference: Hope Street Bridge over A Canal
Klamath Falls, Oregon

Gentlemen:

Enclosed are two bound counterparts and one unbound copy of Grant of Easement for the Hope Street Bridge over the A Canal.

After they are executed by the State, please return the two bound counterparts to this office. You may retain the unbound copy for your records. An executed copy will be sent you when completed.

Very truly yours,

J S Hamilton

J. S. Hamilton
Project Manager

Encl. 1, in tripl.

RECEIVED
JUL 6 1960
OREGON
STATE HIGHWAY COMMISSION

The attached easement to Klamath County was drawn by the Burea of Reclamation, approved by K.I.D representative & Klamath County on July 19, 1960. This meeting attended by Mr Hamilton, Mr Robertson, Mr Kalinoski, Mr Ayres & Mr Cox.

Klamath Project Draft

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Klamath Project, Oregon

EASEMENT TO COUNTY OF KLAMATH, OREGON

THIS INDENTURE, made this ________ day of __________, 1960 in accordance with the Act of Congress approved June 17, 1902 (32 Stat. 388), and acts amendatory thereof or supplementary thereto, all such acts being commonly known and referred to as the Reclamation Law, by and between THE UNITED STATES OF AMERICA, hereinafter styled the "United States", represented by the officer, hissuccessor and his duly authorized representative are hereinafter severally called the "Contracting Officer", and the COUNTY OF KLAMATH, OREGON, its successors and assigns, hereinafter styled the "County" a political subdivision of the State of Oregon acting by and through its County Court:

WITNESSETH, THAT:

WHEREAS, the United States has constructed and the Klamath Irrigation District is presently operating under a contract (U.S. Symbol and No. 14-06-200-3784) dated Novemeber 29, 1954, with the United States, as a feature of the Klamath Project, Oregon, that certain canal known and designated as the "A" Canal, in Klamath County, State of Oregon; and

WHEREAS, the County proposes to construct, operate and maintain, a highway known as the FAS 686, on, over and across the hereinafter described land which said land is now occupied by the said "A" Canal; and

WHEREAS, the County in that connection, has requested the United States to grant it rights to encroach on the right-of-way of said canal in order to construct, operate, and maintain said highway; and

WHEREAS, the United States has determined the granting and exercising of the rights herein conveyed will not be incompatible with the purpose for which said land is being administered:

1. NOW, THEREFORE, in consideration of the premises and subject to the terms and conditions hereinafter set forth, the United States hereby grants, insofar as its estate in the concerned premises extends, to the County of Klamath an easement to enter upon and to construct and permanently to use, operate and maintain its facilities on, over and across those portions of the "A" Canal right-of-way described as follows:

A parcel of land in the northwest quarter (NW¼) of Section eleven (11), Township thirty-nine (39) South, Range nine (9) East, Willamette Meridian, in Klamath County, Oregon, being a portion of the "A" canal, as acquired from S. T. Summers and Nellie L. Summers by deed dated March 16, 1909 and recorded on March 16, 1909 in Volume 25 at page 628, Deed Records of Klamath County, described as:

Beginning at the intersection of the westerly line of Hope Street with the westerly line of the "A" Canal, being the most easterly corner of Lot 46 of the First Addition to Summers Lane Homes, as shown on the map thereof recorded on May 14, 1958 in the office of the County Clerk of Klamath County, Oregon, and running thence along the westerly line of Hope Street North 1°10'30" East 233.4 feet to the easterly line of said "A" Canal thence along said easterly line of the "A" Canal South 38°49'30" East 124.5 feet to the easterly line of Hope Street thence along the easterly line of Hope Street South 1°10'30" West 233.4 feet to the westerly line of the "A" Canal, thence along the westerly line of the "A" Canal North 38°49'30" West 124.5 feet more or less to the point of beginning, containing 0.43 acres more or less.

and as shown in yellow on the print of the drawing identified as Sketch 31065, marked Exhibit "A" and made a part hereof.

2. The County shall:

(a) Construct, reconstruct, operate and maintain its highway at at the location described in a good and workmanlike manner and so as not to interfere with the flow of water in or with the operation or maintenance of said "A" canal.

(b) At its own expense, construct such bridges, culverts, and appurtenant works as are necessary to carry said highway across said "A" Canal.

(c) Bridge dimensions and clearances are to be as shown on Oregon State Highway Department drawing No. 15444, Sheet 1 of 5, dated November 25, 1959, marked Exhibit "B" and attached hereto and made a part hereof.

(d) Construct adequate drain inlets to the said "A" Canal. No changes are to be made in said "A" Canal.

(e) Upon completion of the construction work herein contemplated, restore the lands to the same condition as nearly as practicable as existed prior to the installation of its facilities.

3. Plans and specifications of all construction or reconstruction work to be undertaken by the County as herein provided shall be submitted to the Contracting Officer and shall be approved by him and by the Klamath Irrigation District before any work is commenced. All work shall be done in accordance with such approved plans and specifications. No construction shall be done within or over the channel area during the irrigation season.

4. After completion of the construction or reconstruction of the highway at the location described, the County shall promptly upon written notice by the United States make all repairs to or alterations in the highway which are reasonably necessary in order to eliminate or prevent any hazard to the operation or use of the "A" Canl or any irrigation structures thereof. If the County fails to make such repairs, the United States or the Klamath Irrigation District may do so, and the

County within 60 days after receipt of itemized bills therefor, shall pay to the United States or the Klamath Irrigation District, the cost of such repairs.

5. The United States and the Klamath Irrigation District do not, by reason of this easement agreement, assume any liability whatsoever for injury or damage to any person or property incident to or arising during and in consequences of the use, occupancy, and enjoyment by the County of the above described property or the operation and maintenance of any highway bridges, culverts or other appurtenance constructed thereon. The County shall, however, pay for such damages to property as may arise out of its exercise of the privileges granted by this easement.

6. The easement herein granted is subject to:

(a) The prior right of the United States to occupy and use at any and all times so far as may be determined by the United States to be necessary for such purposes, the land above described, for the purpose of maintaining, enlarging or relocating the "A" Canal or changing the alignment thereof, or building other irrigation waterways or structures, providing, however, that such operations be performed in such manner as to cause no unreasonable interference with the flow of traffic on the County highway. Any additional costs and expenses incident to such enlargement, relocation, new construction, or change of alignment, which is occasioned by the existance of the County highway or other County property, including the cost and expenses of any relocation of or changes in the said highway and any bridge, culvert and appurtenant works shall be borne by the County.

(b) Existing rights-of-way in favor of the public or third parties for highways, roads, railroads, telegraph, telephone and electrical transmission lines and canals, laterals, ditches, flumes, siphons and pipelines on, over, and across said premises.

7. Should the County at any time abandon the use of said highway then this easement shall end, cease and terminate and the County, at its expense, shall remove said highway and related structures, and shall restore the premises to the same condition as nearly as practicable as existed prior to installation of its facilities. If the County should fail to remove said highway within a reasonable time after abandonment, or if the County should fail to perform the restoration work set out herein, the United States or Klamath Irrigation District may perform any or all of such work at the expense of the County.

8. The County within 60 days after receipt of itemized bills therefor will reimburse the United States and Klamath Irrigation District for all cost and expense incurred by the United States and Klamath Irrigation District, or either of them in furnishing any material or performing any labor, including but not limited to the furnishing of construction inspectors or performance of any engineering work caused by or arising out of the work to be performed by the County. Where any work performed by the United States hereunder which is to be paid for by the County shall include identifiable direct labor, the cost for labor will include a charge to cover earned leave, and the total direct cost, including labor as increased will have added thereto a surcharge of fifteen percent (15%) to cover administrative overhead.

9. In connection with the performance of work under this contract, the County agrees not to discriminate against any employee or applicant for employment because of race, religion, color, or national origin. The aforesaid provision shall include but not be limited to the following: employment, upgrading

demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay of other forms of compensation; and selection for training including apprenticeship. The County agrees to post hereafter in conspicuous places available for employees or applicants for employment, notices to be provided by the Contracting Officer setting forth the provisions of the nondiscriminatbn clause.

The County further agrees to insert the foregoing provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

10. The waiver of a breach of any of the provisions of this instrument shall not be deemed to be a waiver of any other provisions hereof, or of a subsequent breach of the same provision.

11. The rights and privileges granted herein shall insure to the benefit of and be binding upon the successors and assigns of the parties hereto.

12. The issuance of this instrument shall not constitute nor be construed as any surrender or subordination to the County of the jurisdiction and supervision of the United States over the remaining interest of the United States and in the lands herein described.

13. The County warrants that no person or agency has been employed or retained to solicit or secure this contract upon an agreement or understanding for a commission, percentage, brokerage, or contigant fee excepting bona fide employees of bona fide established commercial agencies maintained by the County for the purpose of securing business. For breach or violation of this warranty, the United States shall have the right to annul this contract withot liability or in its discretion to require the County to pay, in addition to the contract price or consideration, the full amount of such commission, percentage, brokerage, or contingent fee.

14. No member of or delegate to Congress or Resident Commissioner shall be admitted to any share or part of this agreement or to any benefit that may arise herefrom, but this restriction shall not be construed to extend to this agreement if made with a corporation or company for its general benefit.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed in duplicate as of the day and year first herein written.

APPROVED ______________________________

By______________________________
Manager
Klamath Irrigation District

THE UNITED STATES OF AMERICA

By ______________________________
Regional Director, Region 2
Bureau of Reclamation
Acting on behalf of the
Secretary of the Interior

KLAMATH COUNTY, by and through its County Court:

By ______________________________
County Judge

By ______________________________
County Commissioner

By ______________________________
County Commissioner

NOTED
C. G. SWENSON

NOTED
H. S. COX

April 29, 1960

Mr. J. R. Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
Harold C. Ayers

NOTED
V. R. JONES

Dear Sir:

In answer to your request of April 28 you will find enclosed a transparent sepia line print of Sketch #13065 showing right-of-way on the Hope Street (FAS 686) bridge project.

31065

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

RHP:mm
Encl.

NOTED
JOHN D. GRAHAM

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

April 28, 1960

Mr. Clarence Swenson
County, City Relations Engineer
Oregon State Highway Department
Salem, Oregon

FAS 686

Dear Clarence:

If available, would you kindly send me one reproducible tracing of sketch 31065 which shows the right of way and the area surrounding the Hope Street bridge project in Klamath Falls. Br# 8134

Thank you for this service.

Very truly yours,

JRKalinoski
J.R. Kalinoski
County Engineer

JRK/ok

Sketch # 31065
Found in F. Scott's Office

Br. Vicinity Map # 14965

RECEIVED
Apr 29

RECEIVED

April 13, 1960

NOTED
Harold C. Ayers

Mr. Jack Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
C. G. SWENSON

Dear Sir:

Enclosed are four copies of an option form covering right-of-way required in connection with the Hope Street-Wiard Street Section of FAS 686. Also enclosed are four prints of a sketch covering this area and showing the location of the property involved.

After the County has completed negotiations for this right-of-way, please advise this office by signing and returning two copies of the enclosed right-of-way certificate. Any conditions agreed to in the right-of-way negotiations which might affect our construction project should be listed at the bottom of the right-of-way certificate.

It is presently planned to accept bids on this project on July 19.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

NOTED
V. R. JONES

NOTED
C. G. SWENSON

NOTED
H. S. COX

March 15, 1960

Mr. Jack R. Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Dear Jack:

This is in reply to your letter of March 14 in regard to the K.I.D. Canal Bridge project on FAS 686. I am enclosing a copy of the State Highway Commission's policy and procedure memorandum on county FAS projects. On page two of this memorandum under paragraph D you will find set forth the manner of financing these projects. The county's share of the cost is 50% of the required matching funds. I am also enclosing a copy of a tabulation showing Klamath County's present status of available FAS funds. The estimated cost of this structure is $51,000.

I shall be looking forward to seeing you in Corvallis next week and any further questions you may have regarding these FAS projects I will be glad to discuss with you at that time.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm
Encl.

cc: Ivan Merchant

STATUS FAS FUNDS

The status of FAS funds as of the date below is shown in the following tabulation. Federal funds are the governing factor in this status, and the actual apportionment of federal funds to each county is offset by actual federal funds collected for individual projects when available and by estimated federal funds when not available.

For estimating and programming purposes, federal funds are assumed to represent approximately 60% of total costs, and total FAS funds (include federal funds 60%, state funds 20%, and county funds 20%) are arrived at by dividing the available federal funds by 60% and rounding to even thousands.

Allotment of Federal Funds:

Fiscal Year 1954	$ 41,532
" " 1955	41,652
" " 1956	53,543
" " 1957	53,663
" " 1957*	9,508
" " 1958	64,250
" " 1959	65,119
" " 1960	68,725
Exchange of "D" Funds	2,400
Fiscal Year 1961	63,168
" " 1962	
" " 1963	
" " 1964	
" " 1965	
" " 1966	
" " 1967	
" " 1968	
" " 1969	
TOTAL	$463,560

Federal Funds Obligated for Projects Programmed to Date:

FAS	Section	Federal Funds
429	Sprague River - Beatty Jct.	$62,600
583	Lost River Br., Merrill }	
430	" " " , Bonanza }	65,334
431	" " " , Olene }	
685	Lost River Br. }	
686	K.I.D. "A" Canal Br. } (Est.)	44,000
852	Forest Boundary - Lake Co. Line (Est.)	94,000
635	K.I.D. "A" Canal Br. (Not contracted) (Est.)	30,000
—		
—	Total	295,934
—		
—		
—		
—		
—		
—		
—		
—		
—		

Federal Funds					
Allotment		Obligated		Unprogrammed Balance	
$ 463,560	-	$ 295,934	=	$ 167,626	
$ 167,626	÷	0.60	=	$ 279,000 *	=Unprogrammed Balance Total Funds
				75,000	Less Advance to Lake Co.
				$204,000	Available for Programming

*Additional funds provided in Federal Aid Highway Act of 1956.

* Note: Klamath Co. by agreement with Lake Co. advanced $75,000 of presently available total FAS funds to Lake Co. with the " understanding that Lake Co. would make a similar amount available to Klamath Co. out of Lake Countys apportionment of fiscal year 1962-63 FAS funds. As a result Klamath Co. has $204,000 of total FAS available for immediate programming

Klamath County

10/28, 1959

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
~~W. D. RODGERS~~
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

March 14, 1960

Clarence Swenson
State of Oregon
State Highway Department
Salem, Oregon

Dear Clarence:

I was recently appointed County Engineer in Klamath County and one of my first jobs was to tackle the problem of the Hope Street bridge and the extension of Hope Street from Harlan Drive to Wiard Street in the Altamont area of south Klamath Falls. Because of my newness on this job, I am not familiar with the FAS requirements insofar as they relate to this particular project.

I wonder if you would drop me a letter outlying the understanding of the State Highway Department in connection with this project. Specifically I would like to know if Klamath County is going to contribute towards the cost of this bridge, and what the responsibility of the County is for the design, survey and the construction of Hope Street between the above limits.

Since we are in the process now of making up our budget, I would be grateful if you would answer this letter as soon as possible.

Very truly yours,

J.R. Kalinoski
County Engineer

JRK/ok

RECEIVED
MAR [illegible]

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 10, 1960

Klamath County Road Department
Court House
Klamath Falls, Oregon

RECEIVED
MAR 11 1960

Attention: Mr. J. R. Kalinoski
County Engineer

Gentlemen:

Re: K.I.D. "A" Canal Bridge
Bridge No. 8104

Thank you for your letter of March 9 approving the plans for the proposed Klamath Irrigation District "A" Canal Bridge on Hope Street.

This project is scheduled for contract on July 19 with the provision that the contractor will not be required to start construction until water is turned out of the "A" Canal at the end of the irrigation season.

I am sending a copy of your letter to Mr. Clarence Swenson, City-County Relations Engineer, with the request that Mr. Swenson or some of his men contact you.

Mr. Swenson's office handles liaison work between the cities and counties and the Highway Department, and I am sure will be able to answer any questions that you may have regarding the relations of the County Engineer with the Highway Department.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
cc: Mr. Clarence Swenson-w/att. ✓

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 10, 1960

Klamath County Road Department
Court House
Klamath Falls, Oregon

RECEIVED
MAR 11 1960

Attention: Mr. J. R. Kalinoski
County Engineer

Gentlemen:

Re: K.I.D. "A" Canal Bridge
Bridge No. 8104

Thank you for your letter of March 9 approving the plans for the proposed Klamath Irrigation District "A" Canal Bridge on Hope Street.

This project is scheduled for contract on July 19 with the provision that the contractor will not be required to start construction until water is turned out of the "A" Canal at the end of the irrigation season.

I am sending a copy of your letter to Mr. Clarence Swenson, City-County Relations Engineer, with the request that Mr. Swenson or some of his men contact you.

Mr. Swenson's office handles liaison work between the cities and counties and the Highway Department, and I am sure will be able to answer any questions that you may have regarding the relations of the County Engineer with the Highway Department.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
cc: Mr. Clarence Swenson-w/att. ✓

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
[redacted]
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

[illegible]

Mr. Ivan D. Merchant
Bridge Engineer
State Highway Department
Salem, Oregon

Dear Mr. Merchant:

Pursuant to your letter of December 5 last, I am returning one set of the drawings for the Hope Street bridge to you. I have examined this design and it meets with my approval.

Since I have recently taken office as County Engineer of Klamath County, I would be grateful if you or some other state official would write me outlining the county's obligation for this construction.

Very truly yours,

J. R. Kalinoski
County Engineer

JRK:[illegible]

enclosure

NOTED
V. R. JONES

NOTED
C. G. SWENSON

xxxxxxxxxxxxxxxxxxx

NOTED
Harold C. Ayers

October 23, 1959

Mr. W. D. Rogers
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

FAS 686

NOTED
John F. Hagemann

Dear Sir:

Enclosed for your information are two copies of the recommended base design for the roadwork to be performed by the county in connection with the K.I.D. "A" Canal (Hope Street) Bridge.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:mm
Encl.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

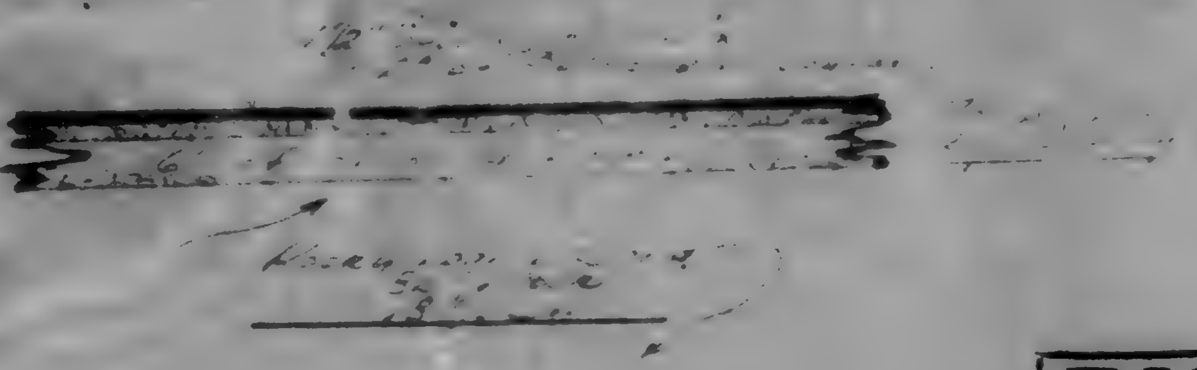
NOTED
John F. Hagemann

ection K.I.D. "A" Canal Bridge (Hope Street) Highway F.A.S. [illegible] County [illegible] Prefix [illegible]

o. Engr. W.R. Mariet Length of Project ____ Miles. Sta. ____ to Sta. ____ Date [illegible]

Frost Penetration - 15"-20" TYPICAL SECTIONS [illegible]

Required		Designed	
Base	Wear.	Base	Wear



Typical Soil from Borrow

26 LL
[illegible] PI
82 % Pass. 200 [illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Note: [illegible] based on [illegible] [illegible] [illegible] [illegible] relocating [illegible]

RECEIVED
OCT 22 1959
ENGINEER
COUNTY & CITY RELATIONS

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	[illegible]
Suitable material source to be determined by the Engineer.											

Submitted by S.L. Decker
Staff Assistant

Recommended by [illegible]
Construction Engineer

Recommended by [illegible]
Engineer of Materials

Approved by [illegible]

e Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
[illegible]

Salem, Oregon
September 28, 1959

KID "A" Canal (Hope Street) Bridge
FAS 686, Klamath County

Mr. Ivan Merchant
OFFICE

NOTED
John F. Hagemann

The Klamath County Engineer has advised that the subject named structure layout as shown on your drawing no. 8104-A is satisfactory and you may proceed with the detailed design. Mr. Rodgers, Klamath County Engineer, would like an opportunity to review the final design when available.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

NOTED
C. G SWENSON

NOTED
Harold C. Ayers

July 21, 1959

Klamath County Court
Courthouse
Klamath Falls, Oregon

Gentlemen:

Enclosed are four prints of bridge drawing no. 8104-A which is a line diagram of the proposed K.I.D. "A" Canal (Hope Street) Bridge on FAS 686 which is to be constructed as a county FAS project.

The proposed structure is a five-span continuous slab span with bents consisting of round columns on individual footings. It will be necessary to drive treated timber piling for supports at the end bents.

It would be appreciated if you would contact the Klamath Irrigation District and, if they are involved, the Bureau of Reclamation to see if this structure layout meets with their approval. Please advise this office as soon as this has been done so that final plans can be prepared.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

FORM E-90X—67,900—6-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 20, 1959

SUBJECT: K. I. D./"A" Canal (Hope Street)
Bridge
Bridge No. 8104

To:

Mr. Clarence Swenson
City and County Relations Engineer
OFFICE

Attention: Mr. Fred Hagemann

Attached I am sending you four prints of our Drawing No. 8104-A which is a line diagram of the proposed structure on Hope Street , Highway F.A.S. 686 over the Klamath Irrigation District "A" Canal.

The proposed structure is a five-span continuous slab span with bents consisting of round columns on individual footings. This sketch does not indicate piling at the end bents, however, it will be necessary to drive treated timber piling for supports at the end bents.

Will you please contact the Klamath Irrigation District and the Bureau of Reclamation, if they are involved, and get an approval on this structure layout so that the contract plans may be prepared.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

IDM/mm

Attached

RECEIVED
JUL [illegible] 1959

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

FORM E-30X—27,900—8-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUN 1[illegible] 1959
ENG[illegible]
COUNTY & [illegible]NS

Bend, Oregon
June 15, 1959

SUBJECT: K.I.D. & "A" Canal (Hope St.)Bridge
Klamath County FAS 8686

To:
Mr. Ivan D. Merchant
Bridge Engineer
Salem, Oregon

Enclosed herewith is vicinity map and proposed bridge to be constructed over the K.I.D. "A" Canal on the extension of Hope Street South of a connection with the existing portion of Wiard Street in a part of the FAS 686 of the Klamath County FAS system.

This canal carries a maximum flow of 1,160 cfs and has a maximum water level elevation of approximately 4127.1 feet. It is recommended with the concurrence of the Klamath Irrigation District that the bridge be designed to give a maximum of one foot clerance between the above maximum water level elevation and the bottom of the bridge beams. There are no plans to increase the present maximum flow in the canal.

A similar bridge was constructed over this same canal on the Homedale Road approximately .5 miles down stream in 1957. Right of way descriptions, detail map and supporting data will be furnished Klamath County as a guide in this roadway construction.

GEORGE W. MARTIN
Division Office Engineer

GWM:bn
cc: Clarence Swenson
County & City Relations Division
also: Klamath County Court

NOTED
JOHN D. GRAHAM

NOTED
V.R. JONES

NOTED
Harold C. Ayers

NOTED
C. C. SWENSON

LOCATION PROSPECTUS
K.I.D. "A" CANAL BRIDGE (HOPE STREET) SECTION
FAS 686 - KLAMATH COUNTY

The following prospectus is submitted concerning the above mentioned bridge and approaches on FAS 686, which facility is a county road on the FAS System. The project is 0.7 mile southerly of the junction of FAS 686 (Hope Street) with the Klamath Falls-Lakeview Highway.

This will be a location survey for the purpose of preparing plans and estimates for the Hope Street Bridge across the K.I.D. "A" Canal. Sufficient data will be obtained to permit preparation of right of way descriptions which will be furnished Klamath County for use in procuring the necessary right of way for bridge approaches. The approaches will be built by the county. The city of Klamath Falls is northwesterly of the project.

The general route was laid by Klamath County. Reconnaissance is not necessary. Routine soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The present ADT is 1,300 and the projected (1975) ADT is 1,950. Traffic warrants a Class "B" highway. The bridge will carry a 26-foot roadway with 3½-foot sidewalks on each side.

Rise and fall and central angle will be determined from the survey.

The bridge horizontal clearance is the minimum acceptable assuming that pavement widths on approaches will be 22 feet wide.

This will be an unlimited access facility with no interchanges or railroad crossings. The bridge will span the K.I.D. "A" Canal on Hope Street.

Surfacing and paving materials are available from local sources.

Agreements with the county will be necessary.

4-6-59

NOTED
JOHN D. GRAHAM

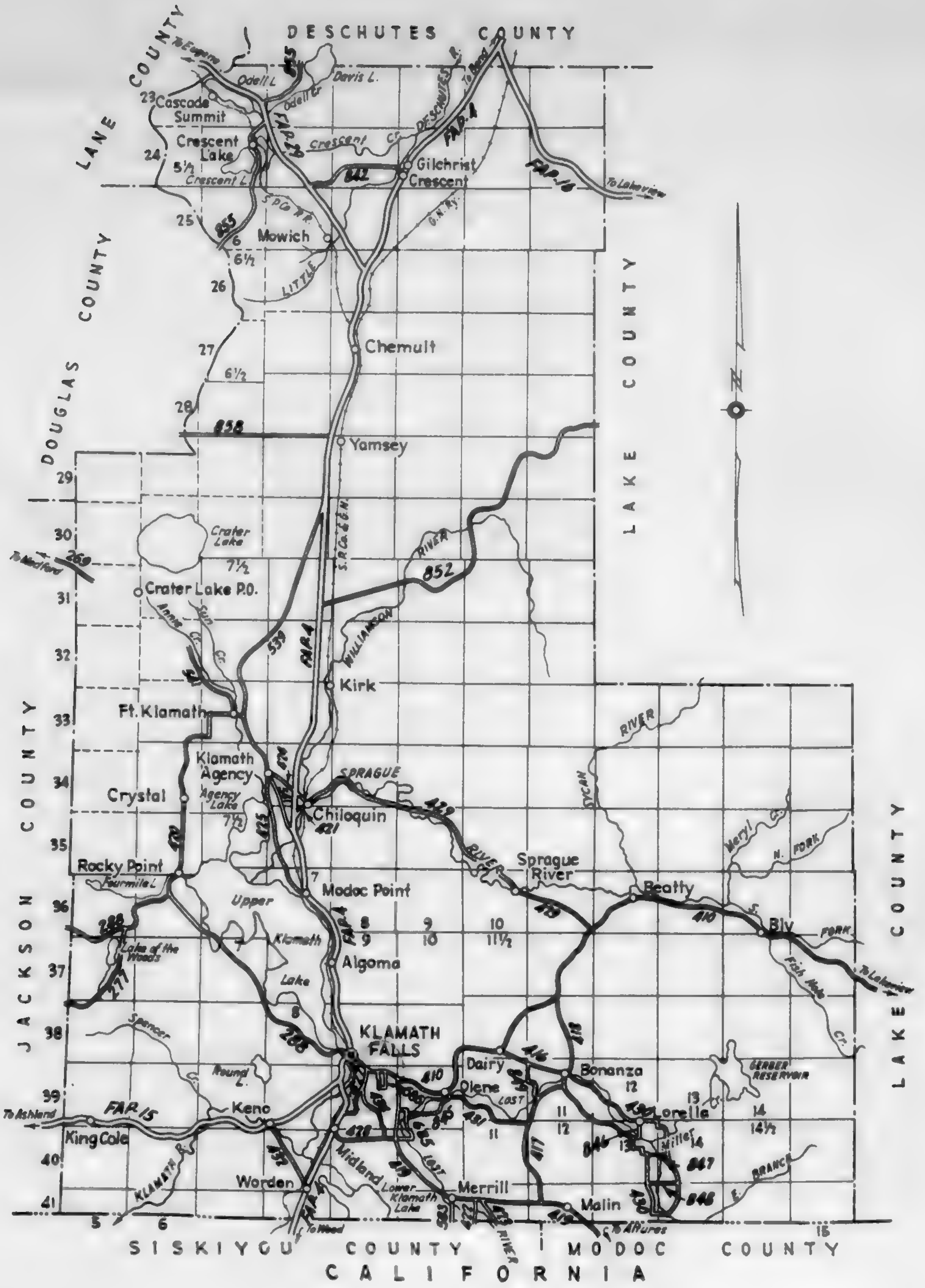
There are no state parks affected by this project.

April 6, 1959

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
Dean Swift (3)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
S. H. Probert
C. G. Swenson ✓
Walter T. Wright

RECEIVED
APR 1[illegible] 1959


DESCHUTES COUNTY
LANE COUNTY
DOUGLAS COUNTY
JACKSON COUNTY
LAKE COUNTY
LAKE COUNTY
SISKIYOU COUNTY
MODOC COUNTY
CALIFORNIA
To Eugene
Odell L.
Davis L.
Cascade Summit
Crescent Lake
Crescent L.
Crescent Cr.
Deschutes R.
To Bend
FAP-4
FAP-18
To Lakeview
Gilchrist
Crescent
842
855
Mowich
Little
Chemult
858
Yamsey
Crater Lake
Crater Lake P.O.
To Medford
269
852
River
Williamson
539
FAP-4
Kirk
Ft. Klamath
Klamath Agency
Agency Lake
Crystal
Chiloquin
Sprague
429
River
Sprague River
Rocky Point
Fourmile L.
Modoc Point
Upper
Klamath
Lake
Algoma
Lake of the Woods
Spencer
Round L.
Beatty
Bly
410
Fork
To Lakeview
Sycan
River
N. Fork
Gerber Reservoir
KLAMATH FALLS
Dairy
Olene
Bonanza
Lorella
Miller
Lost
To Ashland
FAP-15
Keno
King Cole
Klamath
Worden
Midland
Lower Klamath Lake
Merrill
Malin
To Alturas
To Weed
E. Branch
847
848
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
5
6
7
8
9
10
11
12
13
14
15
N

KLAMATH COUNTY

FAS SYSTEM

Scale 0 4 8 Mi. Oct. 1958

- LEGEND -

FA Primary Highway
FAS Highway on State Primary Highway
FAS Highway on State Secondary Highway
FAS Highway on County Road

NOTED
[illegible] Ayers

FORM E-30X—37,500—2-57—1477

NOTED
G SWENSON

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1959

To: Mr. Tom Edwards
OFFICE

SUBJECT: K.I.D. A Canal (Hope Street) Bridge
formerly called
K.I.D. A Canal (Wiard Street) Bridge
FAS [illegible], Klamath County

On December 19, 1955, the Highway Commission approved the subject named bridge project to be constructed with FAS funds available to Klamath County. This bridge was to be constructed on a new alignment approximately 0.4 mile long extending Hope Street southerly to Wiard Street. There is no existing road at the present time.

This project has been pending since its approval in 1955 as the county was having difficulties in obtaining right-of-way through one ownership. The county engineer has advised that this right-of-way problem has finally been settled and the county wishes to proceed with the project.

The project as approved provides for construction of a reinforced concrete bridge on treated piling having a roadway width of 26 feet. A similar bridge on Homedale Road over the same canal was constructed in 1957. The FAS project is for the structure only with Klamath County to construct road approaches; however, the survey should cover the entire unimproved section with field data for the road work to be furnished to Klamath County as a guide in the county's construction.

Mr. W. R. Canton, Klamath County Engineer, has some survey and right-of-way data which he will furnish upon request. Right-of-way descriptions for the entire 0.4 mile section should be prepared and furnished to the county.

Attached are four copies of a map upon which the general location of the proposed project is shown in red. The name of this project should be K.I.D. A Canal (Hope Street) Bridge rather than (Wiard Street) as originally designated.

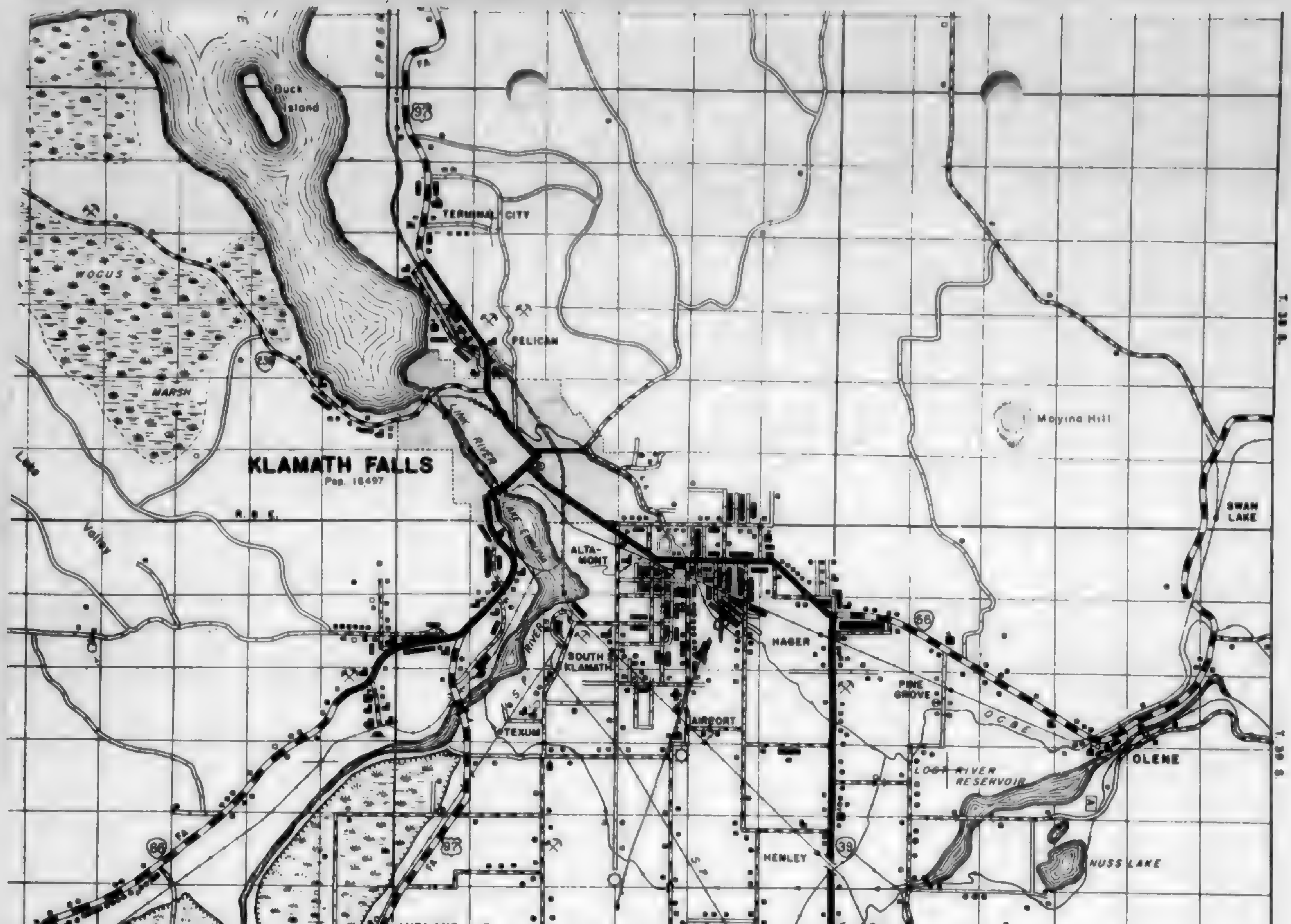
G. S. Paxson
Assistant State Highway Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

cc: Ivan Merchant
S. H. Probert
C. G. Swenson

RECEIVED
FEB 1? 1959


Buck Island
TERMINAL CITY
WOCUS
MARSH
PELICAN
KLAMATH FALLS
Pop. 16497
LINK RIVER
Modyina Hill
SWAN LAKE
ALTAMONT
SOUTH KLAMATH
HAGER
PINE GROVE
OCBE
OLENE
AIRPORT
TEXUM
LOST RIVER RESERVOIR
HUSS LAKE
HENLEY
MIDLAND
KLAMATH
LAKE
DEHLINGER
Stukel Mtn
Lost
HOLLAND
KLAMATH
BIRD
WORDEN
LOWER
STRAIT
KLAMATH
LAKE
REFUGE
MERRILL
648 Pop.
To Weed
R 9 E
R 10 E
T. 38 S.
T. 39 S.
T. 40 S.
T. 41 S.
42°00'
SISKIYOU COUNTY
N I A

Proposed KID A Canal (Hope St.) Br.
FAS 6.86

GENERAL HIGHWAY MAP
KLAMATH COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE

FEDERAL AID HIGHWAY SYSTEM
FEDERAL AID SECONDARY HIGHWAY SYSTEM
STATE HIGHWAY SYSTEM
RAILROAD GRADE CROSSING
RAILROAD ABOVE GRADE
RAILROAD BELOW GRADE

NOTED
Harold C. Ayers

Salem, Oregon
February 9, 1959

K.I.D. A Canal (Hope Street) Bridge
formerly called
K.I.D. A Canal (Wiard Street) Bridge,
FAS 686, Klamath County

Mr. G. S. Paxson
OFFICE

NOTED
John F. Hagemann

Mr. W. R. Canton, Klamath County Engineer, advised this date that the county's difficulties with one property owner which have held up the subject named project since 1955 have finally been resolved and the county now wishes to proceed with the bridge project.

This bridge is within the limits of an approximately 0.4 mile section of an extension of Hope Street through an area where there is no existing road. Apparently there has been no survey work performed by the state as the county did not know if it would be able to get through one property.

Mr. Canton asked that our survey cover the entire section although the FAS project is for the bridge only. This is generally in line with our normal practices of surveying sufficient alignment to tie an FAS bridge project to the existing road; however, it is a little more extensive than usual.

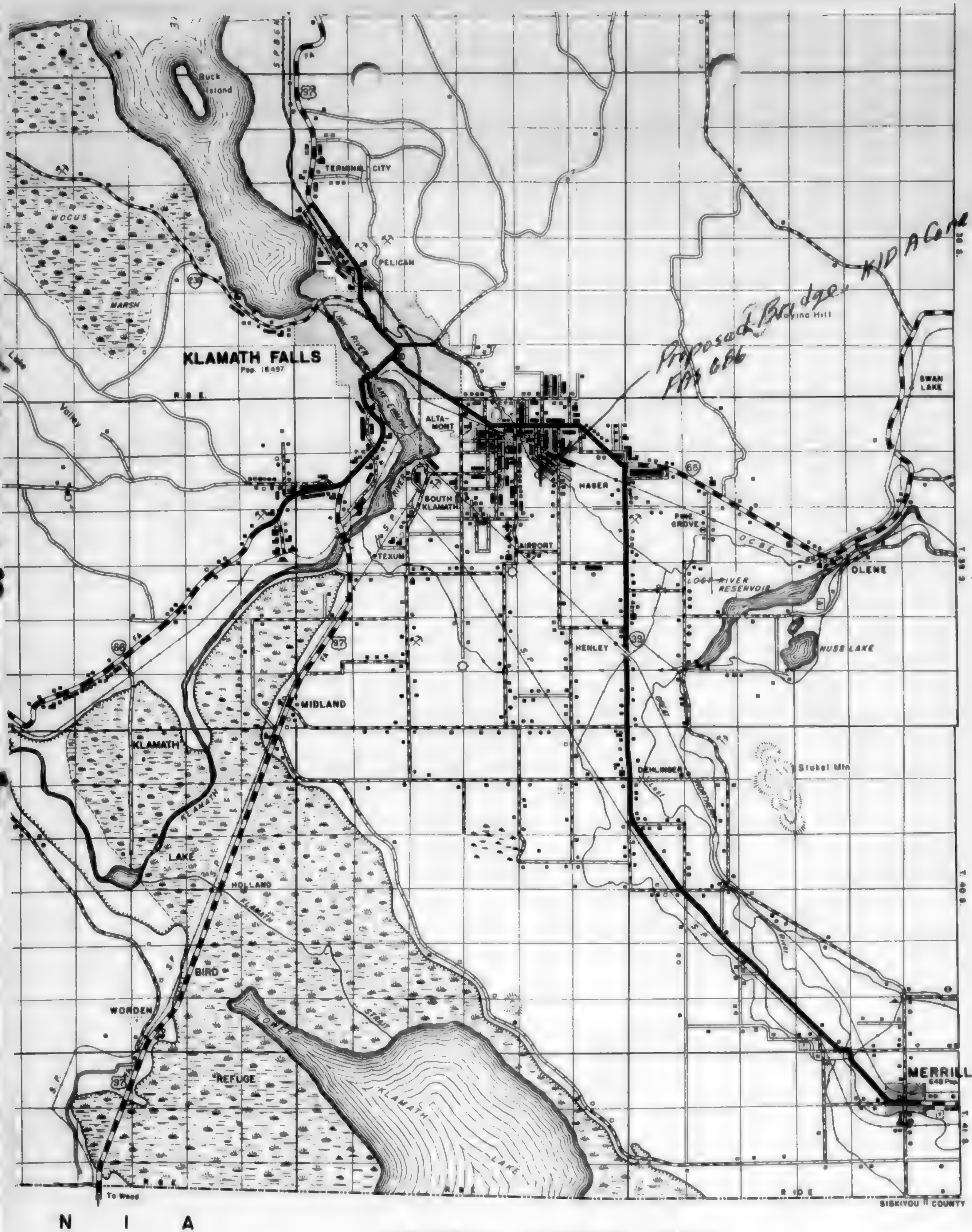
If satisfactory, there is attached a suggested letter to Mr. Edwards requesting that he proceed with the survey.

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON


Buck Island
TERMINAL CITY
PELICAN
MOCUS
MARSH
LINK RIVER
KLAMATH FALLS
Pop. 16497
R. 9 E.
Valley
ALTAMONT
SOUTH KLAMATH
HAGER
PINE GROVE
AIRPORT
STEXUM
OC & E
OLENE
LOST RIVER RESERVOIR
NUSS LAKE
SWAN LAKE
Hill
HENLEY
MIDLAND
KLAMATH
LAKE
HOLLAND
DENLINGER
Stukel Mtn
BIRD
WORDEN
REFUGE
LOWER KLAMATH LAKE
STRAIT
S. P.
MERRILL
648 Pop.
T. 39 S.
T. 40 S.
T. 41 S.
R. 10 E.
To Weed
SISKIYOU COUNTY
N I A
97
66
39
Proposed Bridge
FAS 686
KID A Canal

GENERAL HIGHWAY MAP

KLAMATH COUNTY

OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE

ACG CON FROM BND 27 1-4-57 345 PM

[illegible]

NOTED
Harold C. Ayers

C G SWENSON - CO AND CITY RELZTIONS
TOM EDWARDS - CONSTRUCTION

COUNTY COURT, KLAMATH COUNTY, HAVE CANCELLED CONSTRUCTIO OF KID "-" " A" CANAL BRIDGE ON APRIL 1957 SCHEDULE OF LETTINGS DUE TO EXCESSIVE COST OF RIGHT OCF WAY .

DEAN SWIFT

END/ BRD ACG CON

NOTED
JOHN D. GRAHAM

RECEIVED
JAN 4 1957
ENGINEER
COUNTY & CITY RELATIONS

720686

TTTTTOTTTM

NOTED
C G SWENSON

NOTED
Harold C. A[illegible]s

December 21, 1955

Klamath County Court
Courthouse
Klamath Falls, Oregon

NOTED
J. W. CATTRALL

FAS 686

NOTED
J. F. HAGEMANN

12/19/55

Gentlemen:

This is to advise that the proposed county FAS projects as set forth in the attached tabulation were approved by the Highway Commission on December 19th. Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting. Field engineering will be under the supervision of our division office at Bend.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

cc: Mr. W. R. Canton, County Engineer

KLAMATH COUNTY
PROPOSED REVISED PROJECTS
(To replace Keno-Worden, surfacing and oiling, FAS 432, approved 10/28/54)

FAS 685 - Wilson Dam Bridge over Lost River, $35,000. This bridge is located approximately 6 miles southeast of Klamath Falls at the dam site for the Lost River Reservoir.

The proposed project is to replace the existing steel pony truss span which is 64' long with a 15'-1" roadway with a new structure having a 26' roadway. The FAS project will be for the structure only with Klamath County performing any required road approach work. Included in the FAS project should be provisions for removal of the existing steel pony truss and stockpiling it for the county at the county shops. The road can be closed during construction; however, this closure period should be kept to a minimum. There are existing masonry headwalls which Mr. Canton, County Engineer, believes should be utilized with the new structure. It is suggested this project be discussed with Mr. Canton before proceeding with the design.

[illegible]

FAS 686 - Two Bridges over Main Canal, $40,000. One bridge is located on Homedale Road approximately 1 mile south of the Klamath Falls-Lakeview State Highway (South 6th Street). The other is located on the northerly extension of Wiard Street (located line only) approximately 0.05 mile south of Harlan Drive which is approximately 0.5 mile south of the Klamath Falls-Lakeview Highway.

The proposed project is to construct two new bridges approximately 88' in length with a 26' wide roadway over the Main Canal. The bridge on Homedale Road will replace an existing timber structure and the bridge on the Wiard Street Extension will be on a newly located line and there is no existing bridge. Both bridge sites can be closed during construction. Mr. Canton has suggested for these two sites a concrete bridge on treated piles similar to those constructed in Klamath County during 1955. The FAS project will be for the structures only with Klamath County performing any required road approach work.

Cancellation of the Keno-Worden surface and oiling project on FAS 432 is requested as Klamath County elected to perform this work with county forces during the 1955 construction season. A total of $104,000 was initially programmed for this project; however, based on the best figures available at this time only $102,000 remains available. Of this $102,000 $75,000 has been requested for transfer to the bridge projects listed above. This leaves an unprogrammed balance of $27,000 available to Klamath County which can be used for an additional project or for any overruns in the cost of the above bridge projects which might occur.

12/7/55
Hwy Com. approved 12-19-55

FAP F-29(7) Powers Jct.-Sugarloaf Mt. 1960
Sec., Coos Bay-Roseburg Hwy.
#5784

RECEIVED
AUG 28 1963
FOR FILING

[illegible]
2784

August 27, 1963

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

We have the complaint directed to Governor Hatfield by Edward F. Hoffman on August 3 which concerns a right-of-way taking for the relocated Coos Bay-Roseburg Highway.

The initial offer presented to the Hoffmans was dated July 29, 196[illegible], and required fencing by the Highway Department along the relocated highway right of way "where the same abuts your remaining land." This fencing was done following expiration of an agreement between Hoffman and Tom Lillebo, bridge contractor, by which Lillebo was entitled to use the land abutting our right of way for construction purposes.

Effective December 2[illegible], 1962, the Highway Commission abandoned a section of old highway right of way; the title going to abutting owners (in this case, Hoffman) at no cost to them. This resulted in Hoffman's frontage along the relocated right of way being increased several hundred feet in length. It is this recently acquired area he now feels the Department should fence.

Hoffman raises an issue of statements purportedly made to him by Highway personnel and of maps on which it was indicated that his entire frontage would be fenced. We cannot substantiate his statements nor can we disprove them. We have given him the benefit of any doubt and intend to fence the remaining gap in his highway frontage as soon as the bridge contractor removes from the line of the fence materials he has taken from the old bridge nearby.

We hope this will put the Hoffman case to rest.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan

LPS:ajw bbc

SUGGESTED DRAFT FOR THE GOVERNOR'S CONSIDERATION
August 27, 1963

Mr. Edward F. Hoffman
Sitkum Route, Box 193-A
Myrtle Point, Oregon

Dear Mr. Hoffman:

Following receipt of your letter of August 3 regarding fencing along highway right of way, I contacted the Highway Department for a report on this matter.

I am advised the offer made to you by letter from the Highway Department's Chief Counsel under date of July 29, 1960, specifically set forth that the State would fence the relocated highway where it "abuts your remaining land." It was intended that fencing across the highway, which was abandoned approximately two years after the new right-of-way area was obtained from you, would be either installed by you or allowed to remain without fencing.

It appears that the intent of the State's offer was not clear to you, or possibly statements made by field engineers have been misunderstood. Therefore, the Highway Department advises me it will fence across the old highway right of way.

I believe this will correct the matter to which you objected.

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan

LPS:ajw bbc

Sitkum, Rte. Box 193-A.
Myrtle Point Ore.
Aug. 3rd 1963

Governor Mark O. Hatfield
Salem, Ore.

Highway

Honorable Sir—

When they re-located the high-way 42, at Powers junction. Sec. 27- T. 29- R. 12, in the year of 1960 they took our home, and changed the right of way line the entire length of my property. I have a written agreement with them that they were to fence the right-of-way, This project have been completed and in use for almost a year. Our property is still open to the public, also any stock that happens to be on the high-way.

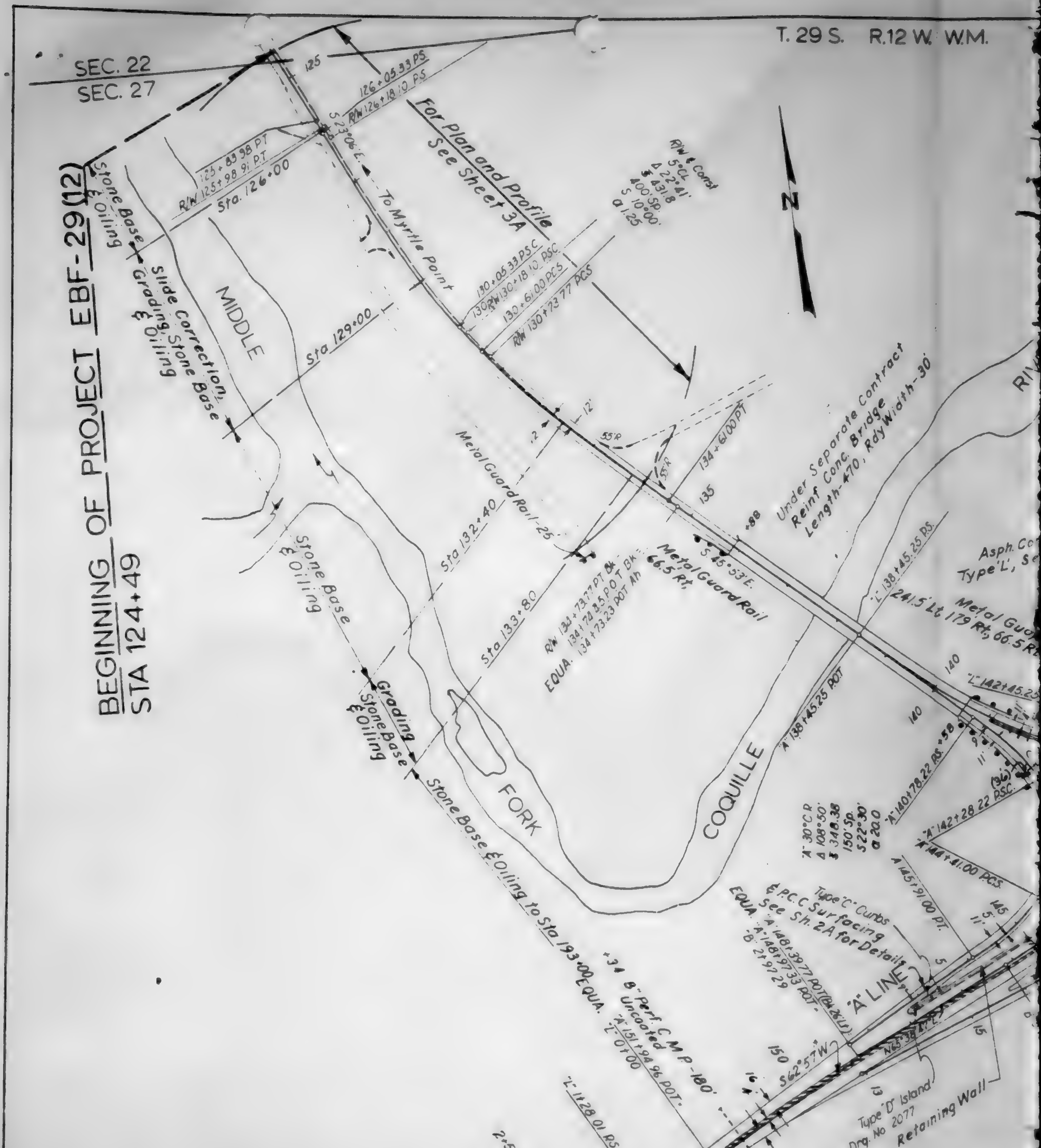
We have called their attention to this matter twice, and they have failed to take action. If you have any authority over the high way Department, I would appreciate some help.

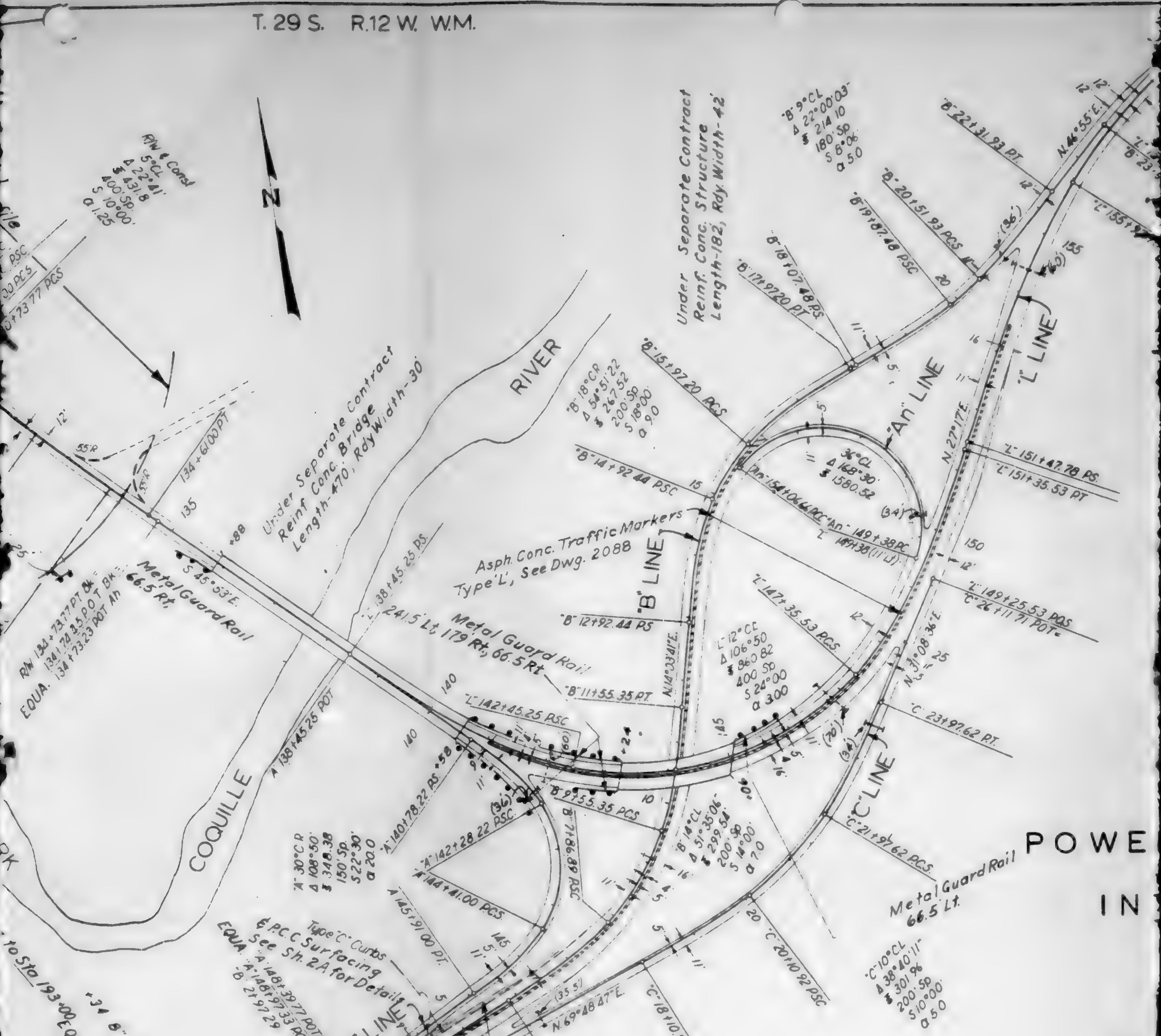
I think with out a doubt that; that dept. is the cheapest bunch of chislers I have ever had to deal with, in my 77 years of dealing.

orig to Potter

Thanking you in advance.

Edw [illegible]


T. 29 S. R.12 W. W.M.
SEC. 22
SEC. 27
BEGINNING OF PROJECT EBF-29(12)
STA 124+49
N
For Plan and Profile See Sheet 3A
To Myrtle Point
125
126+05.33 P.S.
R/W 126+18.10 P.S.
125+83.98 P.T.
R/W 125+98.91 P.T.
Sta. 126+00
S 23°08' E.
R/W & Const.
5°CL
Δ 22°41'
$ 431.8
400 Sp.
S 10°00'
a 1.25
130+05.33 P.S.C.
130 R/W 130+18.10 P.S.C.
130+61.00 P.C.S.
R/W 130+73.77 P.C.S.
Stone Base & Oiling
Grading & Oiling
Slide Correction, Stone Base
MIDDLE
Sta 129+00
Metal Guard Rail-25'
Sta 132+40
Sta 133+80
55'R
12'
134+61.00 P.T.
135
+88
S 45°53' E.
Metal Guard Rail 66.5' Rt.
R/W 134+73.77 P.T. Bk.
134+72.85 P.O.T. Bk.
EQUA. 134+73.23 P.O.T. Ah.
Under Separate Contract Reinf. Conc. Bridge Length-470, Rdy Width-30'
Stone Base & Oiling
Grading Stone Base & Oiling
FORK
COQUILLE
RIV
'L' 138+45.25 P.S.
'A' 138+45.25 P.O.T.
241.5' Lt 179 Rt, 66.5 Rt.
Asph. Co Type 'L', Se
Metal Guar
140
'L' 142+45.25
'A' 140+78.22 P.S. +58
(36) P.S.C.
'A' 142+28.22 P.S.C.
'A' 144+81.00 P.C.S.
'A' 30°C.R.
Δ 108°50'
$ 348.38
150 Sp.
S 22°30'
a 20.0
'A' 145+91.00 P.T.
Type 'C' Curbs
& P.C.C. Surfacing
See Sh. 2A for Details
EQUA. 'A' 148+30.77 P.O.T.
'A' 148+97.33 P.O.T.
'B' 2+97.29
'A' LINE
Stone Base & Oiling to Sta 193+00 EQUA.
+34 8" Perf. C.M.P.-180' Uncoated
'A' 151+94.96 P.O.T.
'L' 0+00
'L' 11+28.01 P.S.
150
S 62°57' W
N 63°38' W
Type 'D' Island Drg. No 2077
Retaining Wall
15
2+50 End Oiling
To Powers
12'
16'

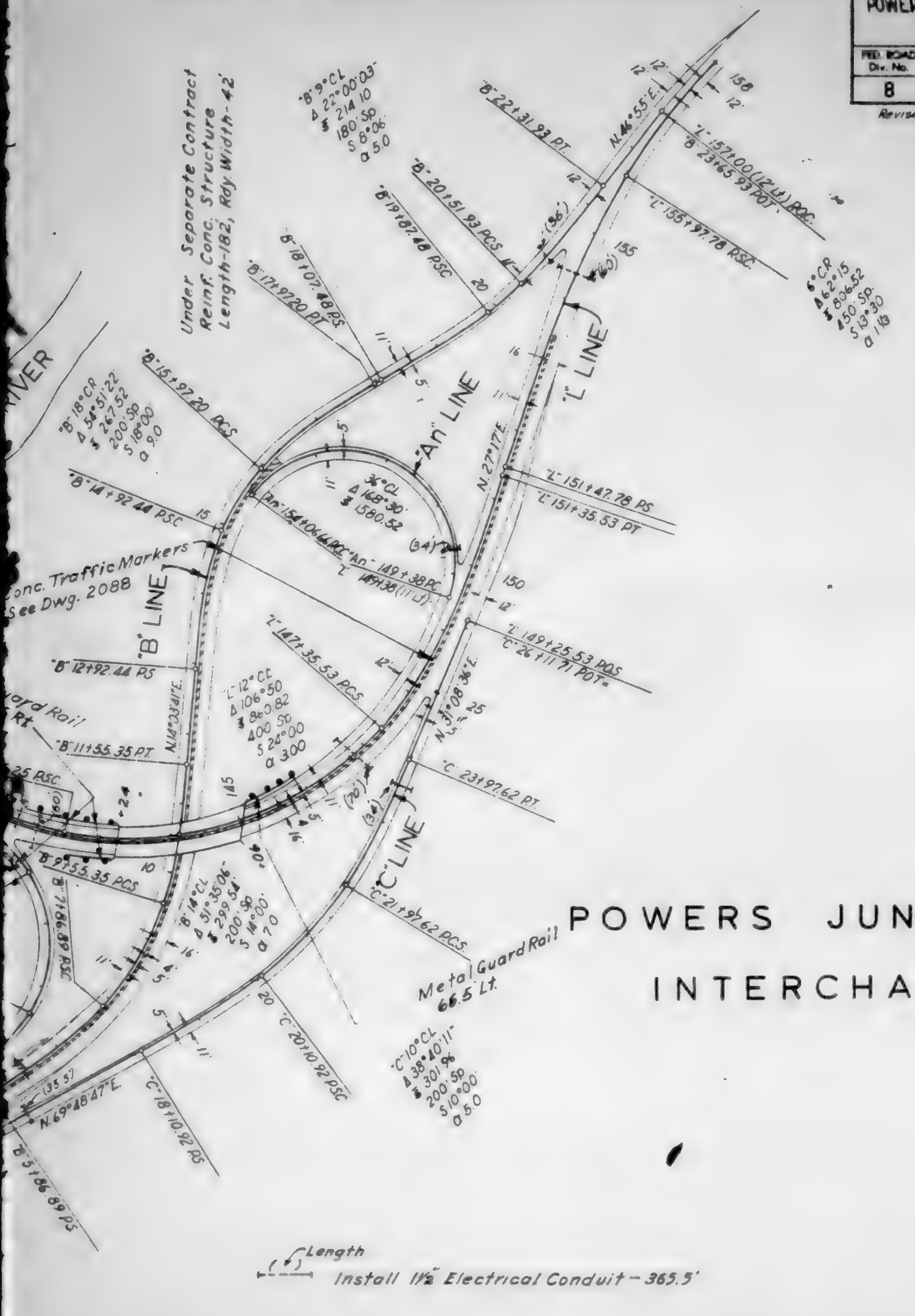

T. 29 S. R.12 W. W.M.
N
R/W & Const
5°CL
Δ 22°41'
$ 431.8
400' SP.
S 10°00'
a 1.25
PSC
PCS
+73.77 PCS
12'
55'R
55'R
134+61.00 PT
135
+88
Under Separate Contract
Reinf. Conc. Bridge
Length-470', Rdy Width-30'
25
R/W 134+73.77 PT Bk
134+74.85 POT Bk
EQUA. 134+73.23 POT Ah
Metal Guard Rail
66.5 Rt.
S 45°53'E.
RIVER
COQUILLE
RK
"L" 138+45.25 PS.
"A" 138+45.25 POT
241.5' Lt, 179 Rt, 66.5 Rt
Metal Guard Rail
Asph. Conc. Traffic Markers
Type 'L', See Dwg. 2088
140
140
"L" 142+45.25 PSC
"B" 11+55.35 PT.
(60)
+24
+58
9'
11'
(36)
"A" 140+78.22 PS.
"A" 142+28.22 PSC.
"B" 9+55.35 PCS
"B" 7+86.89 PSC
"A" 30°CR
Δ 108°50'
$ 348.38
150' Sp.
S 22°30'
a 20.0
"A" 144+41.00 PCS.
"A" 145+91.00 PT.
145
Type "C" Curbs
& P.C.C. Surfacing
See Sh. 2A for Details
EQUA. "A" 148+39.77 POT (Bk 26' Lt)
"A" 148+97.33 POT.
"B" 2+97.29
"A" LINE
5
to Sta 193+00 EQUA.
+34 8" Perf. C.M.P.-180'
Uncoated
"A" 151+94.96 POT.
"L" 0+00
150
S 62°57'W
N 65°38'...E.
(35.5')
N.69°48'47"E.
15
13
Type "D" Island
Drg. No. 2077
Retaining Wall
"B" 5+86.89 PS
"L" 11+28.01 PS.
End Oiling
16'
12'
16'
To Powers
Under Separate Contract
Reinf. Conc. Structure
Length-182', Rdy. Width-42'
"B" 9°CL
Δ 22°00'03"
$ 214.10
180' Sp
S 8°06'
a 5.0
"B" 22+31.93 PT.
N.46°55'E.
12'
"L"
"B" 23+
"B" 20+51.93 PCS
"B" 19+87.48 PSC
"B" 18+07.48 PS
"B" 17+97.20 PT
(36')
20
12'
"L" 155+9
155
(40)
"L" LINE
16
11'
5'
11'
"B" 15+97.20 PCS
"B" 18°CR
Δ 54°51'22"
$ 267.52
200' SP
S 18°00'
a 9.0
"An" LINE
5'
36°CL
Δ 168°30'
$ 1580.52
N.27°17'E.
"L" 151+47.78 PS.
"L" 151+35.53 PT
"B" 14+92.44 PSC
15
"An" 154+06.44 PCC
"An" 149+38 PC
"L" 149+38 (11' Lt)
(34')
150
12'
"B" LINE
"B" 12+92.44 PS
N.14°33'41"E.
"L" 147+35.53 PCS.
"L" 149+25.53 POS
"C" 26+11.71 POT
12'
"L" 12°CC
Δ 106°50'
$ 860.82
400' Sp
S 24°00'
a 30.0
N.31°08'36"E.
25
"C" 23+97.62 PT.
(70')
(34')
185
+90
16'
5'
11'
"C" LINE
10
"B" 14°CL
Δ 51°35'06"
$ 299.54
200' Sp
S 14°00'
a 7.0
"C" 21+97.62 PCS.
16'
5'
11'
5'
11'
20
Metal Guard Rail
66.5' Lt.
POWE
IN
"C" 20+10.92 PSC
"C" 18+10.92 PS
"C" 10°CL
Δ 38°40'11"
$ 301.96
200' Sp
S 10°00'
a 5.0
Length
Install 1½" Electrical Conduit - 365.5'

7V-5-3

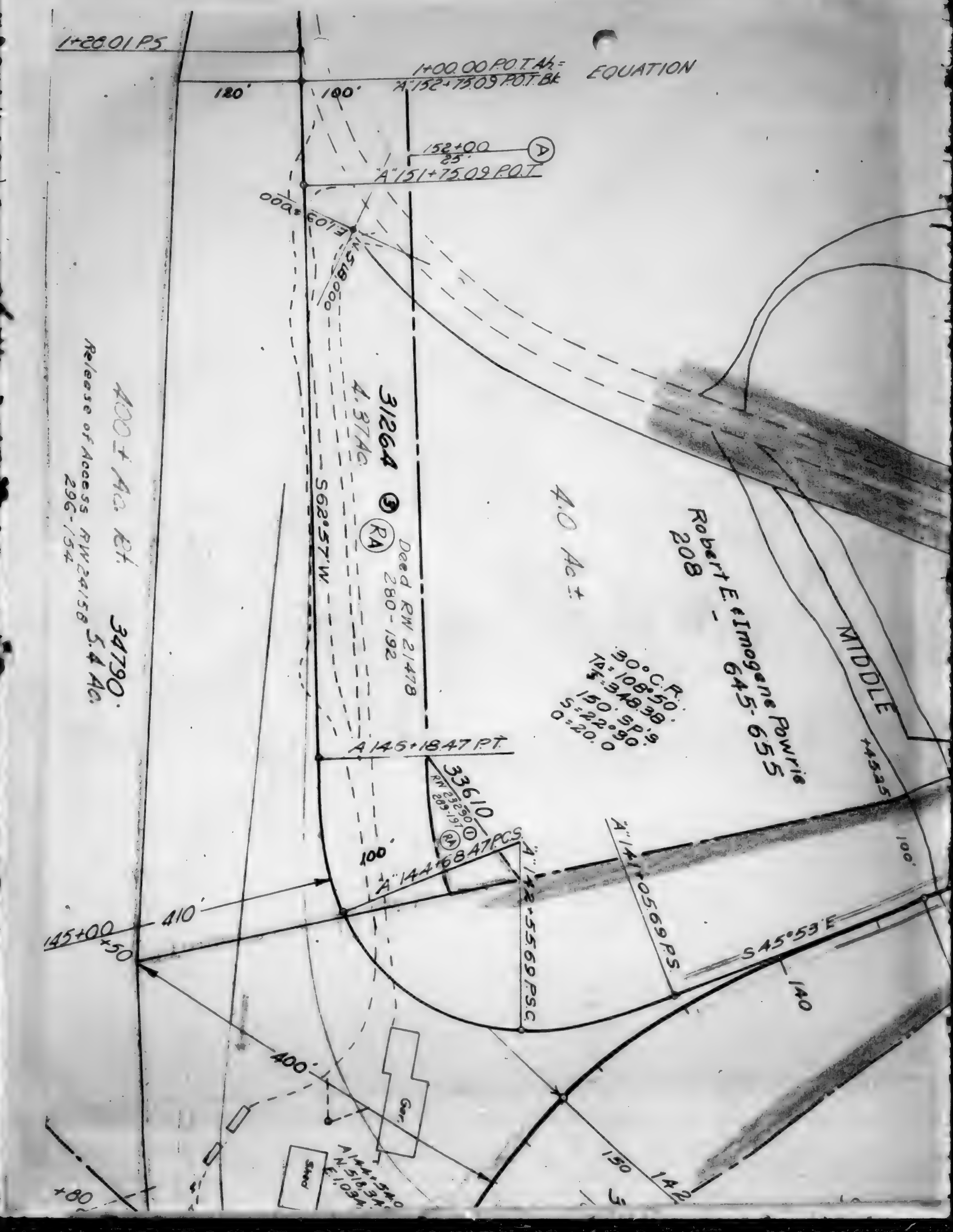
POWERS JCT.-SUGARLOAF MTN. SEC. COOS BAY-ROSEBURG HWY. COOS COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	EBF-29(12)		See Index

Revised 11-28-61 Const ℄, Sta. 117± to 135±

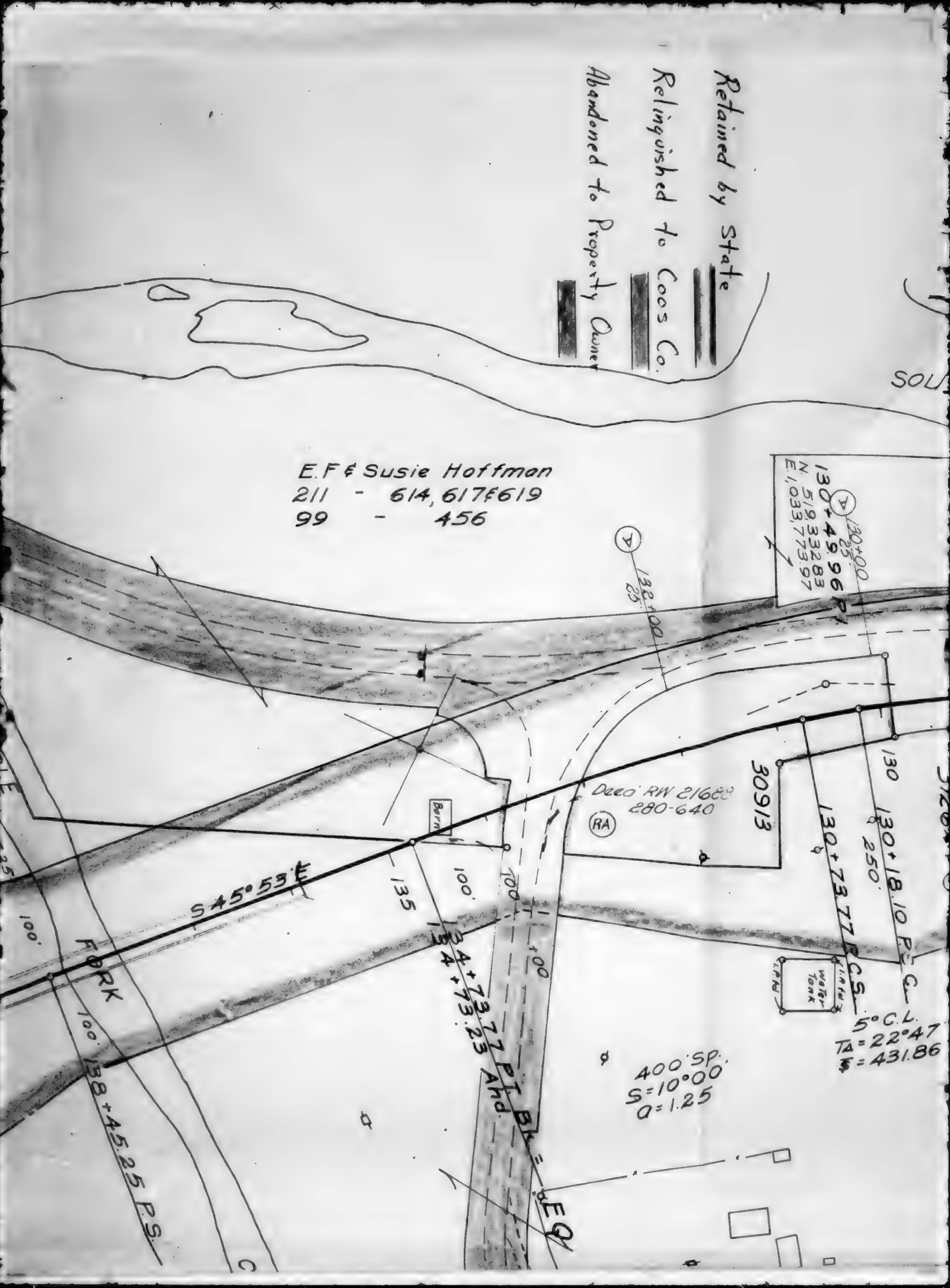
REVISED AS CONSTRUCTED
June 63 CONTRACT 5988

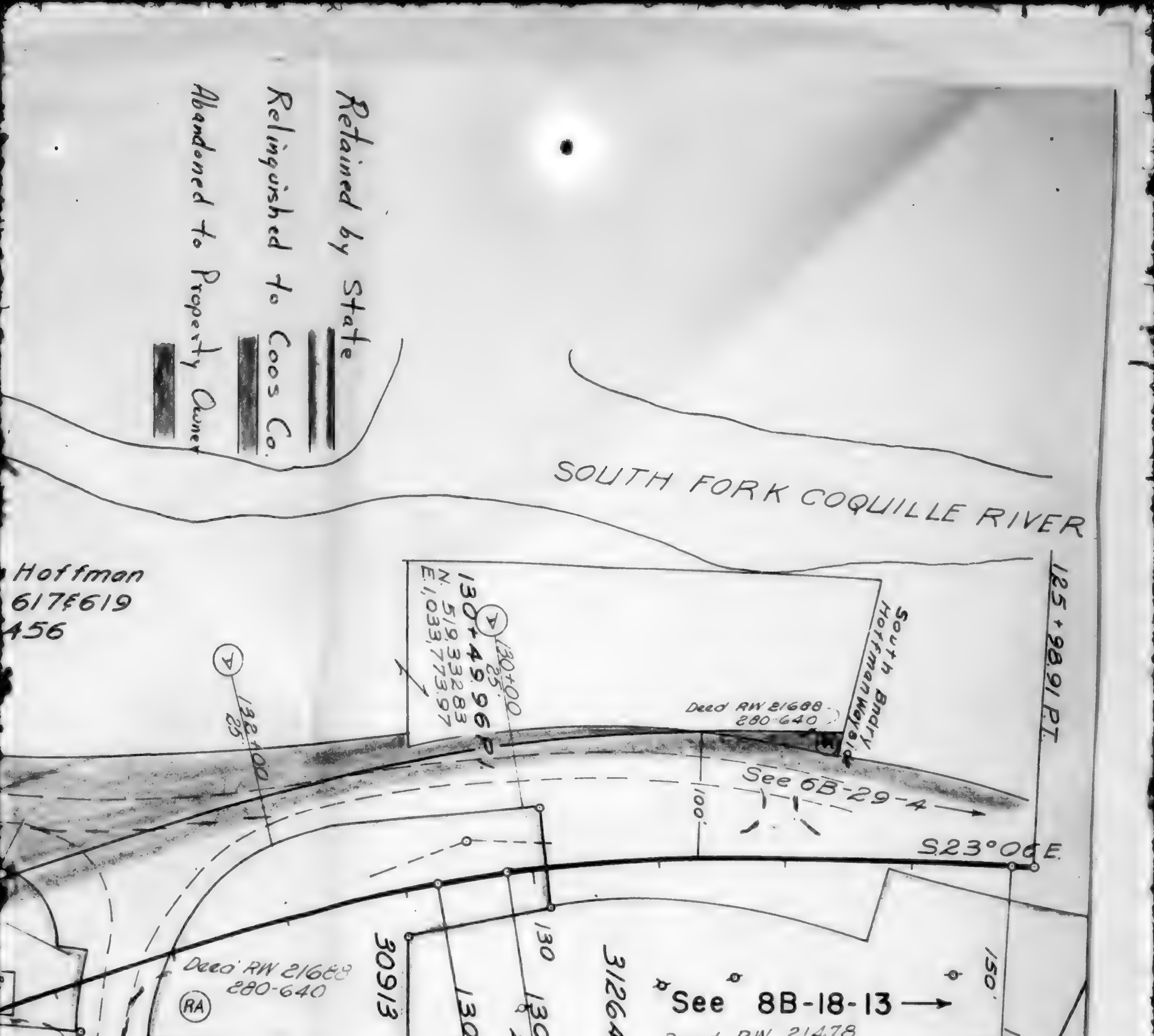

Under Separate Contract
Reinf. Conc. Structure
Length-182, Rdy. Width-42'
"B" 9°CL
Δ 22°00'03"
$ 214.10
180' Sp.
S 8°06'
a 5.0
"B" 22+31.93 P.T.
N.46°55'E.
12'
12'
158
12'
"L" 157+00 (12' Lt.) P.O.C.
"B" 23+65.93 P.O.T.
"L" 155+97.78 P.S.C.
6°CR
Δ 62°15'
$ 806.52
450' Sp.
S 13°30'
a 1.13
"B" 20+51.93 P.C.S.
"B" 19+87.48 P.S.C.
"B" 18+07.48 P.S.
"B" 17+97.20 P.T.
(36')
(60')
155
20
11'
5'
16
"L" LINE
"An" LINE
RIVER
"B" 18°CR
Δ 54°51'22"
$ 267.52
200' Sp.
S 18°00'
a 9.0
"B" 15+97.20 P.C.S.
"B" 14+92.44 P.S.C.
15
36°CL
Δ 168°30'
$ 1580.52
"An" 154+06.44 P.O.C.
"An" 149+38 P.C.
"L" 149+38 (11' Lt.)
(34')
N.27°17'E.
"L" 151+47.78 P.S.
"L" 151+35.53 P.T.
150
12'
Conc. Traffic Markers
See Dwg. 2088
"B" LINE
"B" 12+92.44 P.S.
"L" 147+35.53 P.C.S.
"L" 149+25.53 P.O.S.
"C" 26+11.71 P.O.T.
"L" 12°CL
Δ 106°50'
$ 860.82
400' Sp.
S 24°00'
a 3.00
N.14°03'41"E.
N.31°08'36"E.
25
Guard Rail
Rt.
"B" 11+55.35 P.T.
25 P.S.C.
(60')
24
145
(70')
(34')
16'
5'
40'
"C" 23+97.62 P.T.
"C" LINE
"B" 9+55.35 P.C.S.
10
"B" 7+86.89 P.S.C.
"B" 14°CL
Δ 51°35'06"
$ 299.54
200' Sp.
S 14°00'
a 7.0
16'
11'
5'
"C" 21+97.62 P.C.S.
Metal Guard Rail
66.5' Lt.
20
"C" 20+10.92 P.S.C.
"C" 10°CL
Δ 38°40'11"
$ 301.96
200' Sp.
S 10°00'
a 5.0
5'
11'
(35.5')
N.69°48'47"E.
"C" 18+10.92 P.S.
"B" 5+86.89 P.S.
Length
Install 1½" Electrical Conduit - 365.5'

POWERS JUNCTION INTERCHANGE

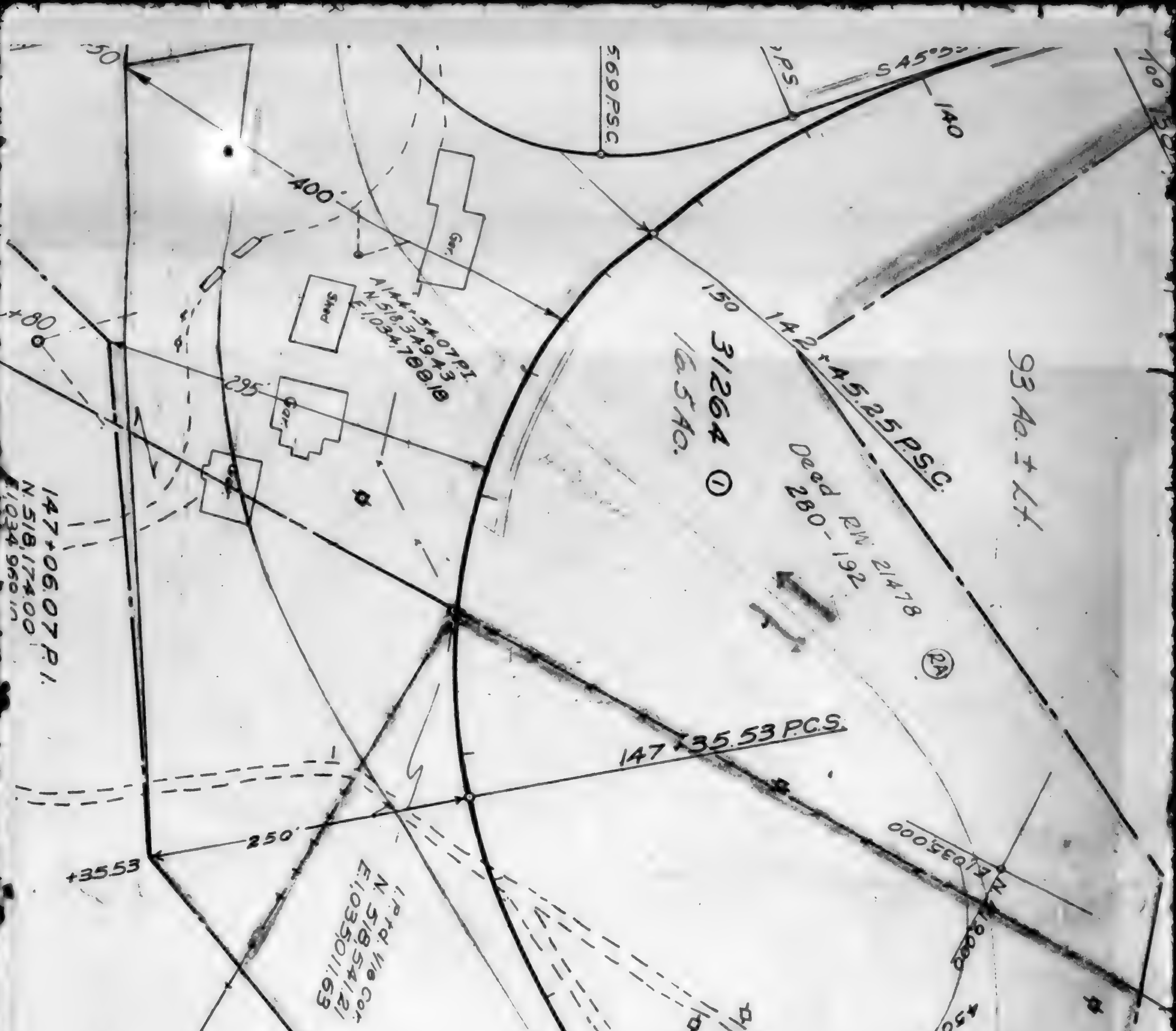


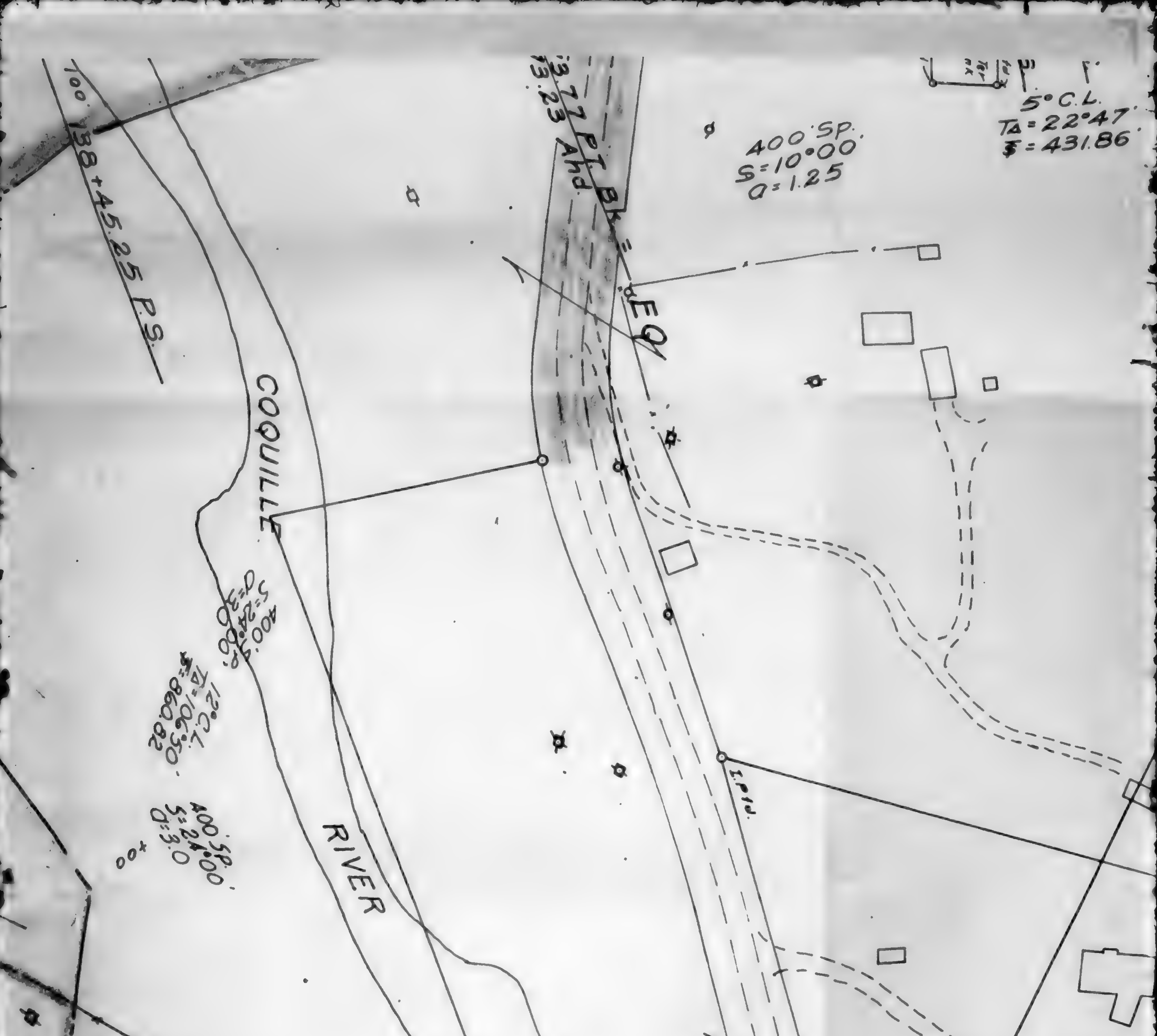
1+28.01 P.S.
1+00.00 P.O.T. Ah = "A" 152+75.09 P.O.T. Bk
EQUATION
120'
100'
152+00
25'
A
"A" 151+75.09 P.O.T.
E 103+00.0
55
100
400± Ac. Rt.
Release of Access R/W 24158 296-154
34790
5.4 Ac.
4.37 Ac.
31264
3
RA
S 62°57' W
Deed R/W 21478 280-192
4.0 Ac ±
Robert E. & Imogene Powris
208
645-655
30° C.R.
T.Δ: 108°50'
T: 348.38
150' S.P.'s
S: 22°30'
0: 20.0
MIDDLE
+4.525
100'
A 145+18.47 P.T.
33610
R/W 23290 289-197
1
RA
"A" 144+68.47 P.C.S.
"A" 142+55.69 P.S.C.
"A" 141+05.69 P.S.
100'
145+00
410'
+50
S 45°53' E
140
400'
Gar.
Shed
A 144+54.0
N. 518.3 A.
E. 1.03 A.
150
142
+80

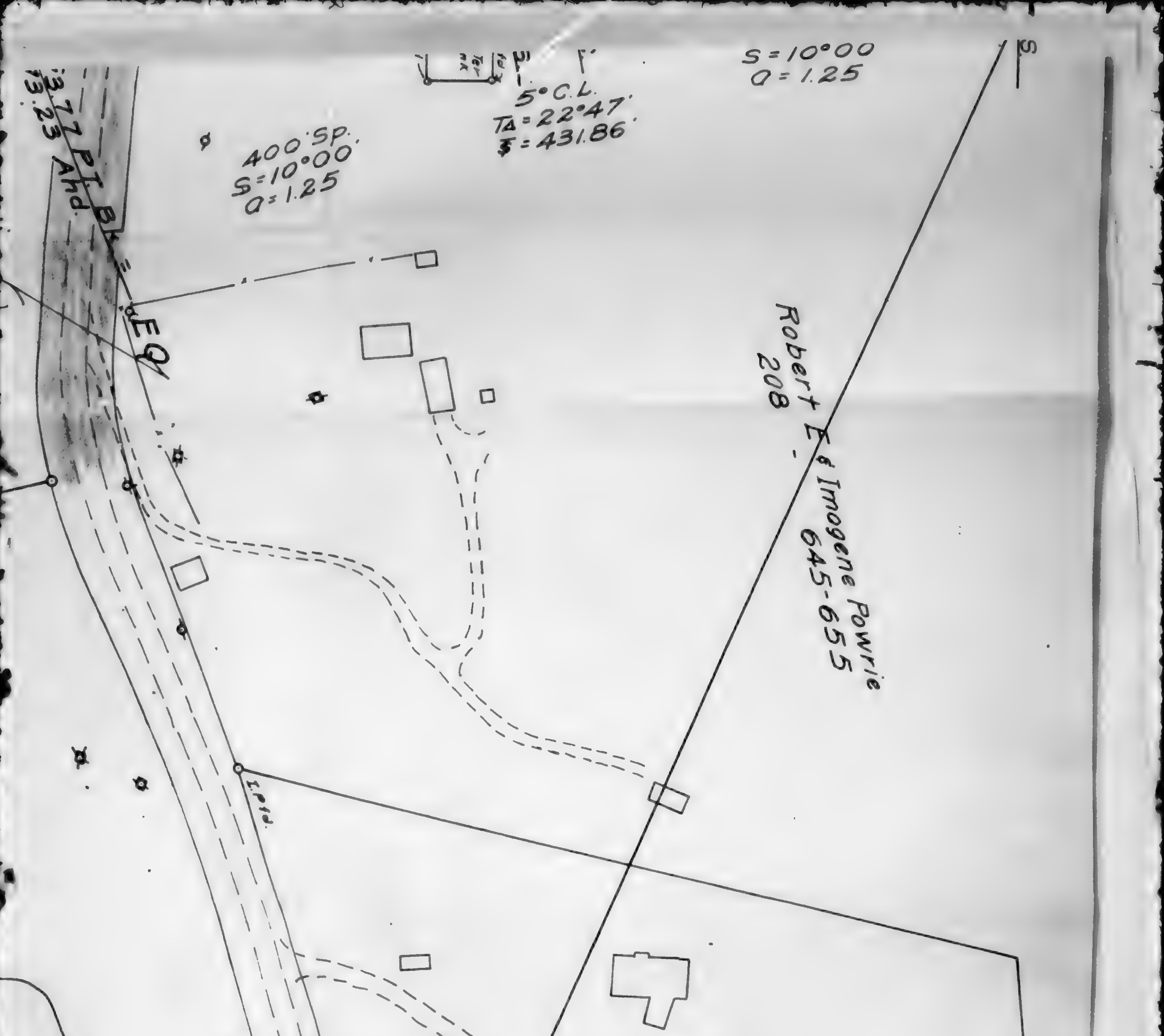

Retained by State
Relinquished to Coos Co.
Abandoned to Property Owner
SOU
E.F & Susie Hoffman
211 - 614, 617 & 619
99 - 456
130+00
25'
130+49.96 P.I.
N. 519,332.83
E. 1,033,773.97
132+00
25'
Deed R/W 21688
280-640
RA
30913
130
130+18.10 P.S.C.
250'
130+73.77 P.C.S.
Water Tank
5° C.L.
TΔ = 22°47'
$ = 431.86
400' SP.
S = 10°00'
a = 1.25
Barn
S 45°53' E
135
100'
100'
134+73.77 P.T. Bk. = EQ.
134+73.23 Ahd.
100'
FORK
100'
138+45.25 P.S.
25
C

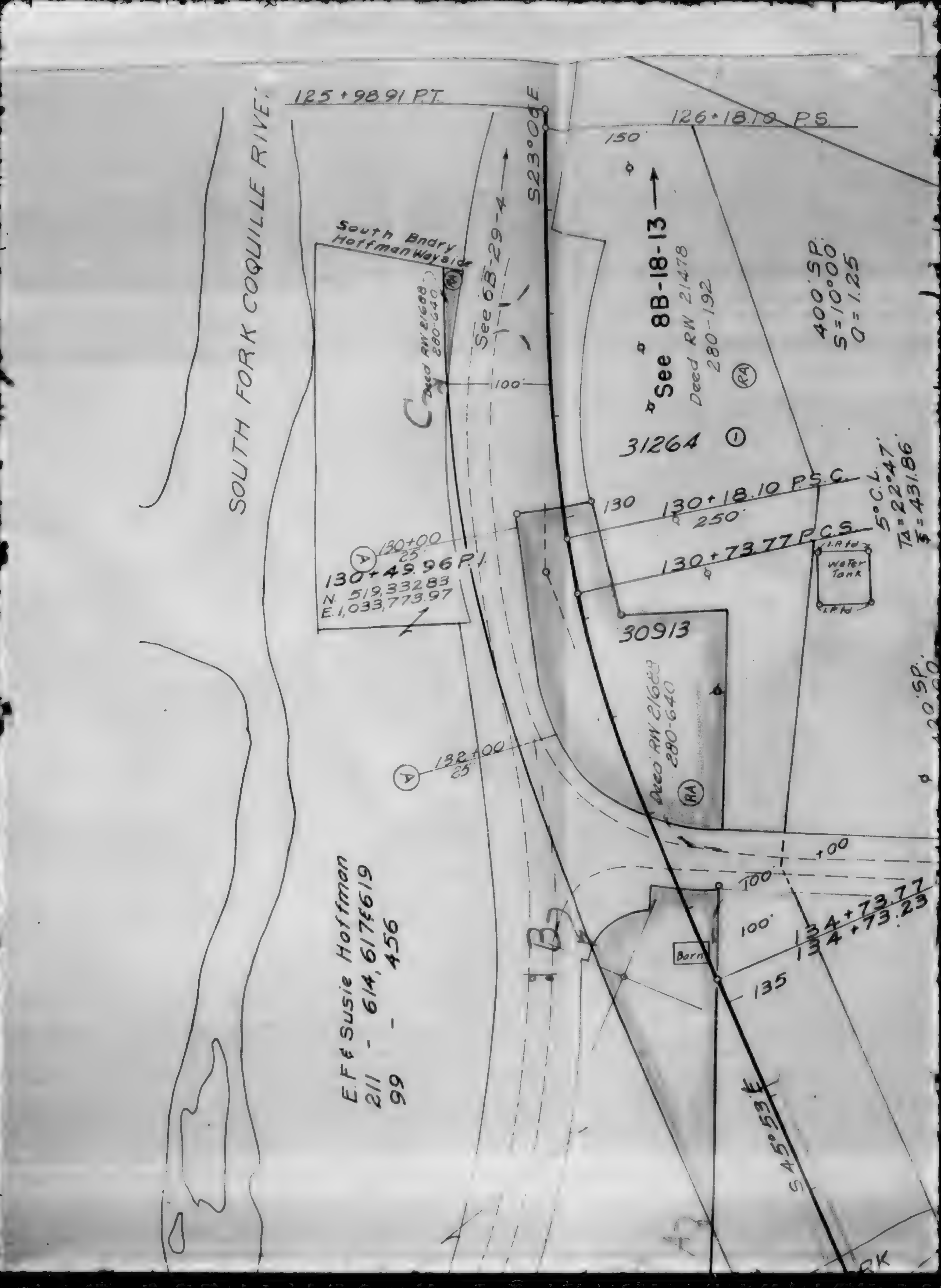


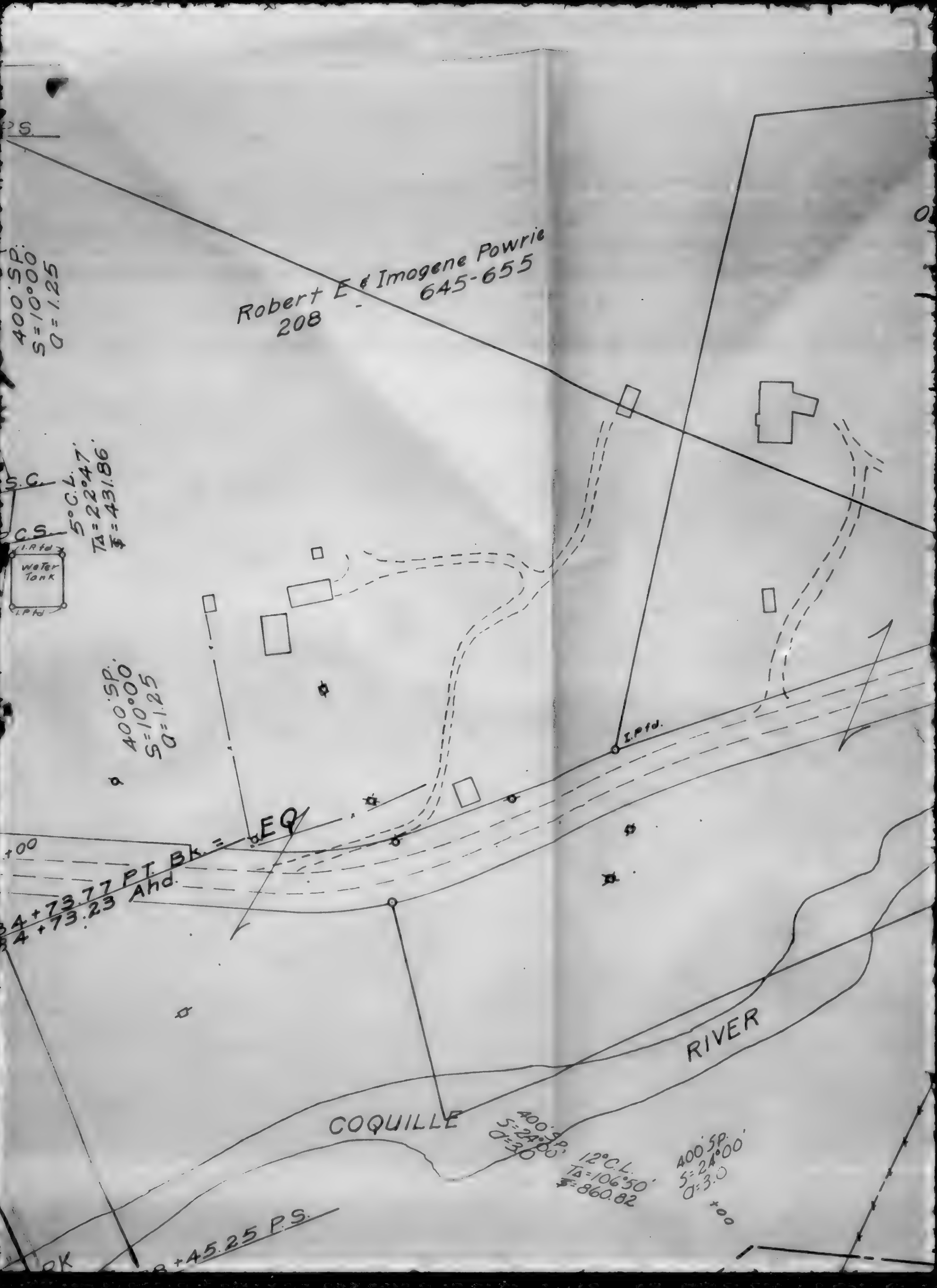
Retained by State
Relinquished to Coos Co.
Abandoned to Property Owner
SOUTH FORK COQUILLE RIVER
Hoffman
617&619
456
South Bndry Hoffman Way Rd.
Deed RW 21688 280-640
125+98.91 P.T.
130+00 25'
130+49.96 P.
N. 519,332.83
E. 1,033,773.97
132+00 25'
See 6B-29-4
100'
S23°00'E.
30913
130
31264
See 8B-18-13
Deed RW 21688 280-640
RA
Deed RW 21478 280-192
150'
130+73.77 P.C.S.
130+18.10 P.S.C.
250'
126+18.10 P.S.
Water Tank
5° C.L.
TΔ = 22°47'
L = 431.86
400' SP.
S = 10°00
a = 1.25
400' SP.
S = 10°00
a = 1.25
100'
100'
100'
134+73.77 P.T. Bk. =
134+73.23 Ahd.
EQ.
Rober
20

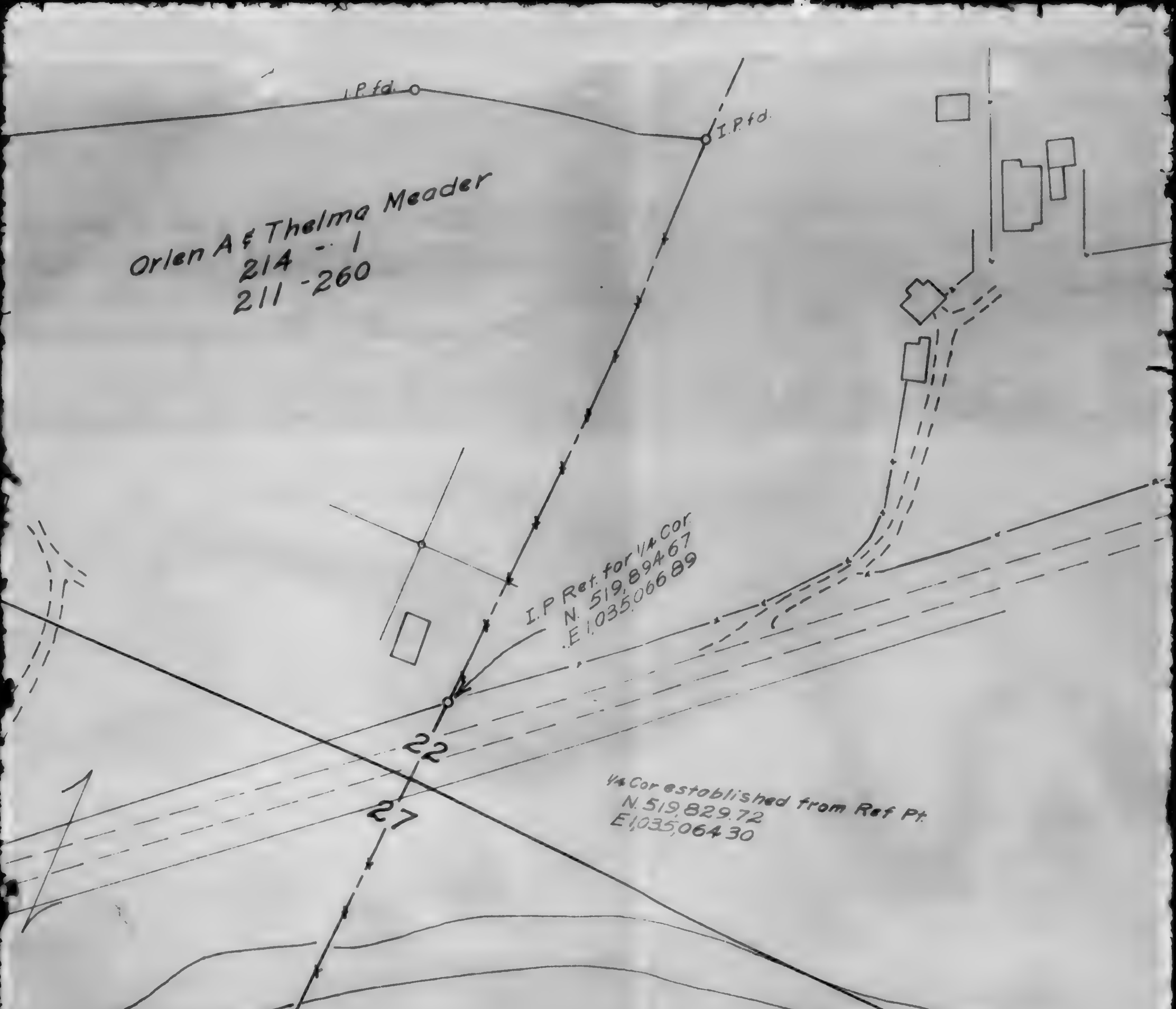

50
5.69 P.S.C.
P.S
S 45°5
140
150
400
Gar.
Shed
A 144+54.07 P.I.
N. 518,349.43
E. 1,034,788.18
295
Gar.
+80
147+06.07 P.I.
N. 518,174.00
E. 1,034,950.10
31264 ①
16.5 Ac.
Deed R/W 21478
280-192
(2A)
142+45.25 P.S.C.
93 Ac. ± Lt.
147+35.53 P.C.S.
250
+35.53
I.P. td. 1/16 Cor.
N. 518,541.21
E. 1,035,011.63
E. 1,035,000
N
000
450
150
Ho
151+35.53 P.T.
Hens
N. 27°17' E.
151+47.78 P.S.
1785±
Barn
150
00+
100
150


100
138+45.25 P.S.
3.77 PT. Bk =
3.23 Ahd.
EQ
400' Sp.
S=10°00
a=1.25
5° C.L.
TΔ=22°47
T=431.86
COQUILLE
RIVER
400' Sp.
S=24°00
a=3.0
12° C.L.
TΔ=106°50
T=860.82
400' Sp.
S=24°00
a=3.0
+00
+00
21
22
Robert E. & Ir
281

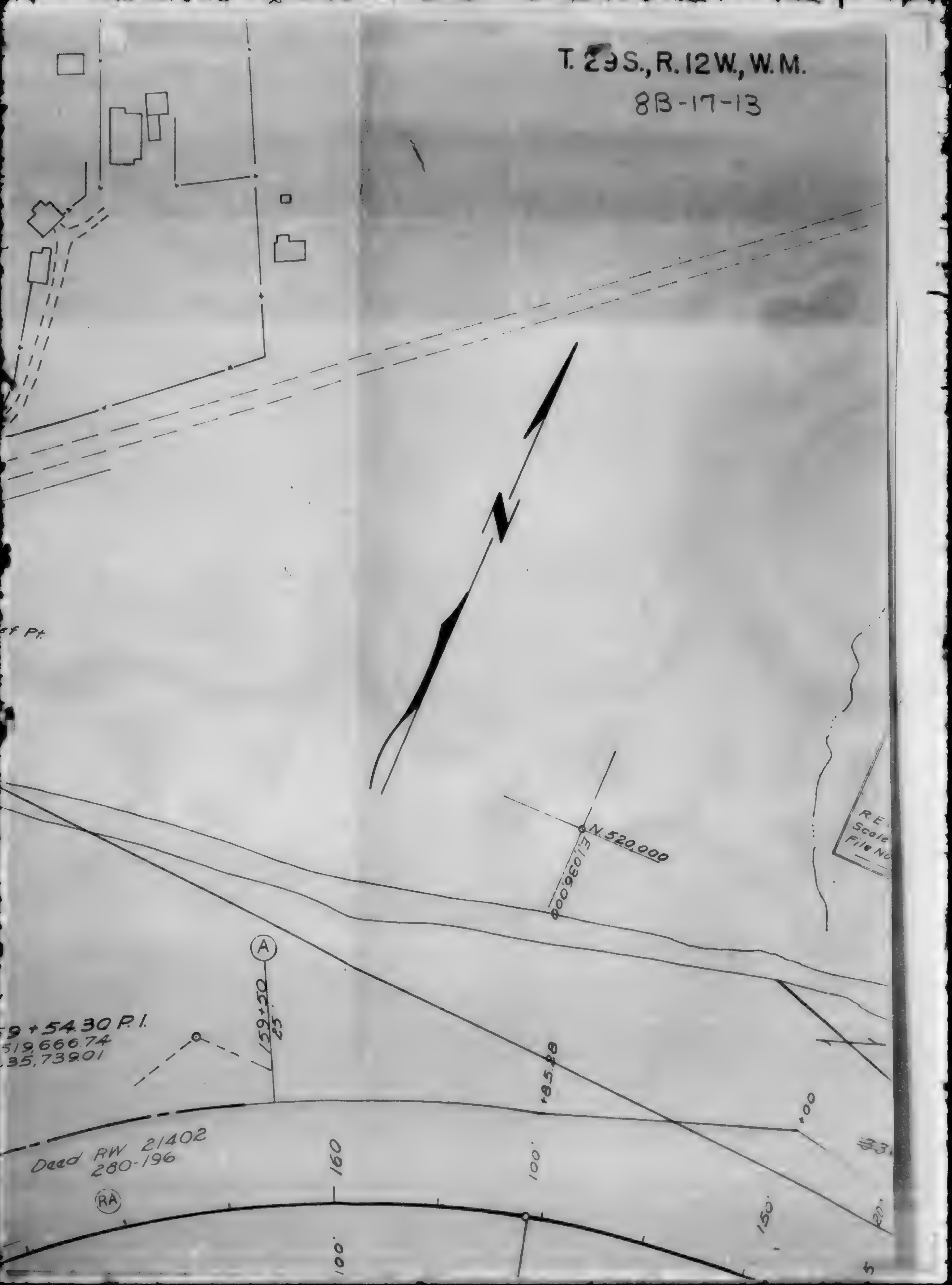
S=10°00
a=1.25
5° C.L.
TΔ=22°47'
ℓ=431.86'
400' Sp.
S=10°00
a=1.25
3.77 P.T. Bk.
13.23 Ahd.
EQ
Robert E. & Imogene Powrie
208
645-655
I.P.fd.
Orlen A & Thelma Meader
214 - 1
211-260
22
22
I.P.fd.

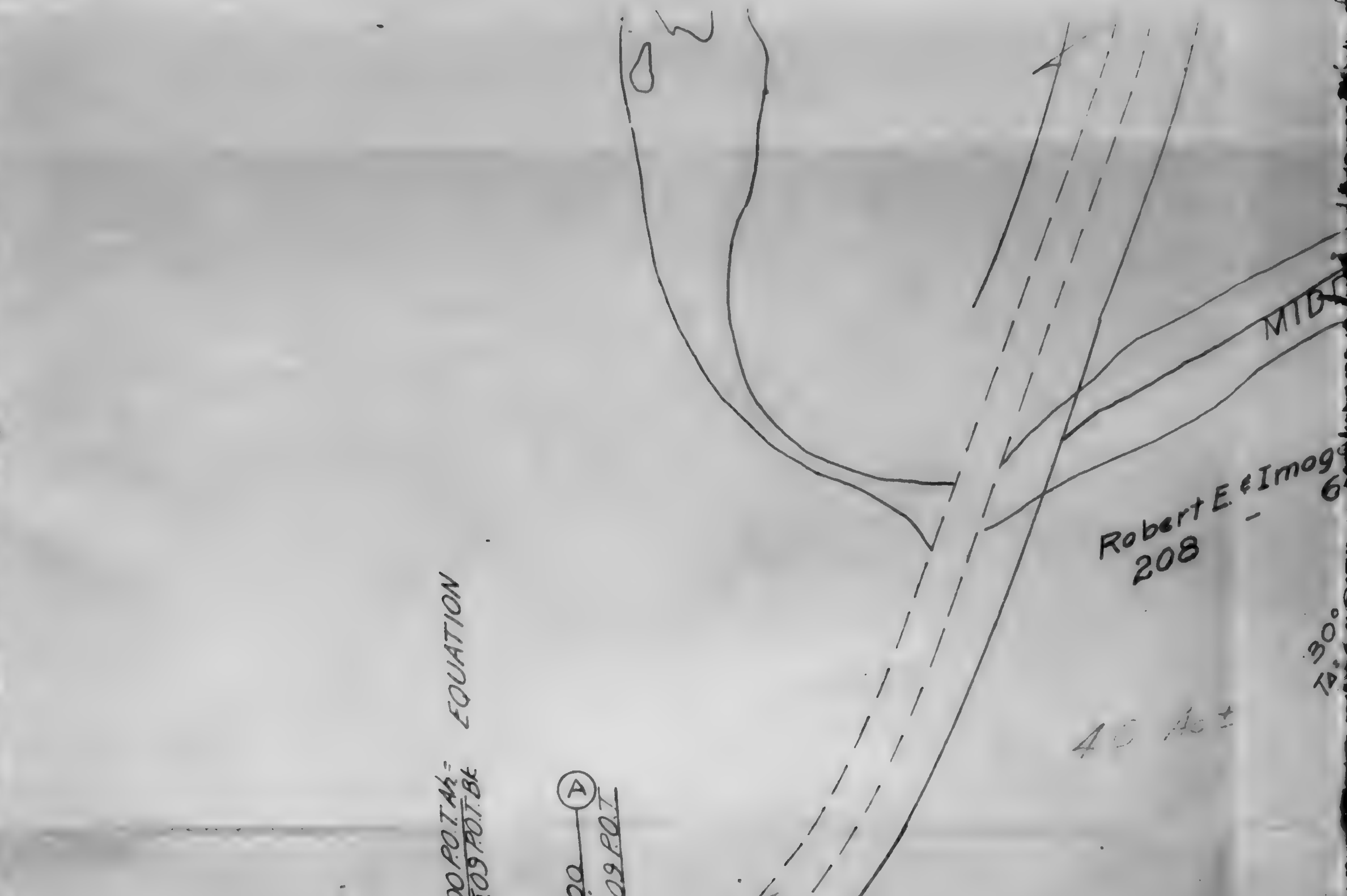

125+98.91 P.T.
S23°00'E
126+18.10 P.S.
150
SOUTH FORK COQUILLE RIVER
South Bndry
Hoffman Wayside
See 6B-29-4
See 8B-18-13 →
Deed RW 21478
280-192
RA
400' SP.
S=10°00'
Q=1.25
Deed RW 21688
280-640
100'
C
31264 ①
130
130+18.10 P.S.C.
250'
130+73.77 P.C.S.
5° C.L.
TΔ=22°47'
431.86
Water Tank
I.P.fd
A
130+00
25
130+49.96 P.I.
N. 519,332.83
E. 1,033,773.97
30913
Deed RW 21688
280-640
RA
A
132+00
25
120' SP.
+00
100
100'
B
Barn
134+73.77
134+73.23
135
E.F. & Susie Hoffman
211 - 614, 617 & 619
99 - 456
S 45°53'E
PK

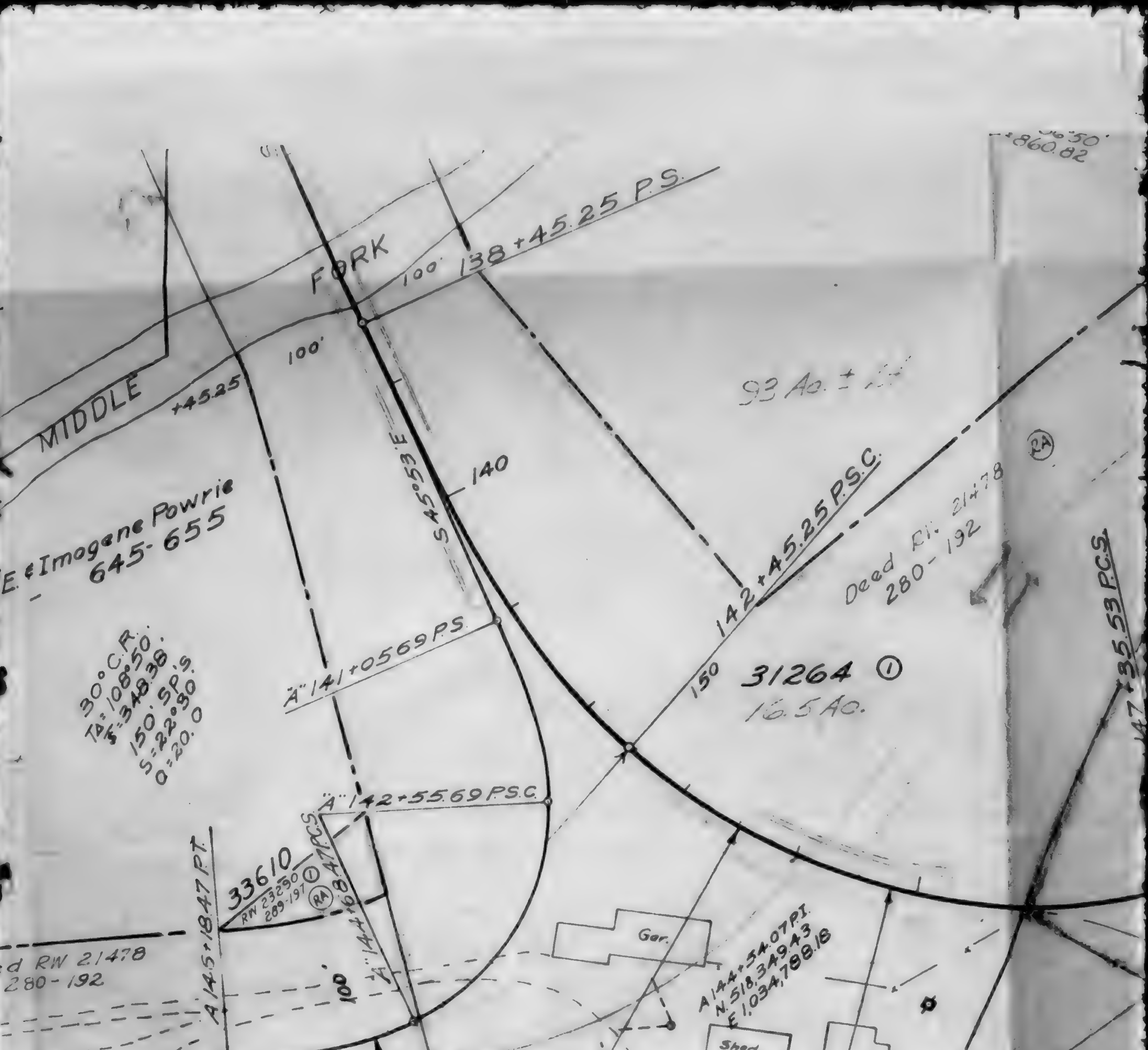
P.S.
400' SP.
S=10°00
Q=1.25
Robert E & Imogene Powrie
208
645-655
S.C.
C.S.
5° C.L.
TΔ=22°47'
₤=431.86
I.P.fd
Water Tank
I.P.fd
400' SP.
S=10°00
Q=1.25
I.P.fd.
EQ
+00
34+73.77 PT Bk. =
34+73.23 Ahd.
RIVER
COQUILLE
400' SP.
S=24°00'
Q=3.0
12° C.L.
TΔ=106°50'
₤=860.82
400' SP.
S=24°00'
Q=3.0
+00
8+45.25 P.S.
PK

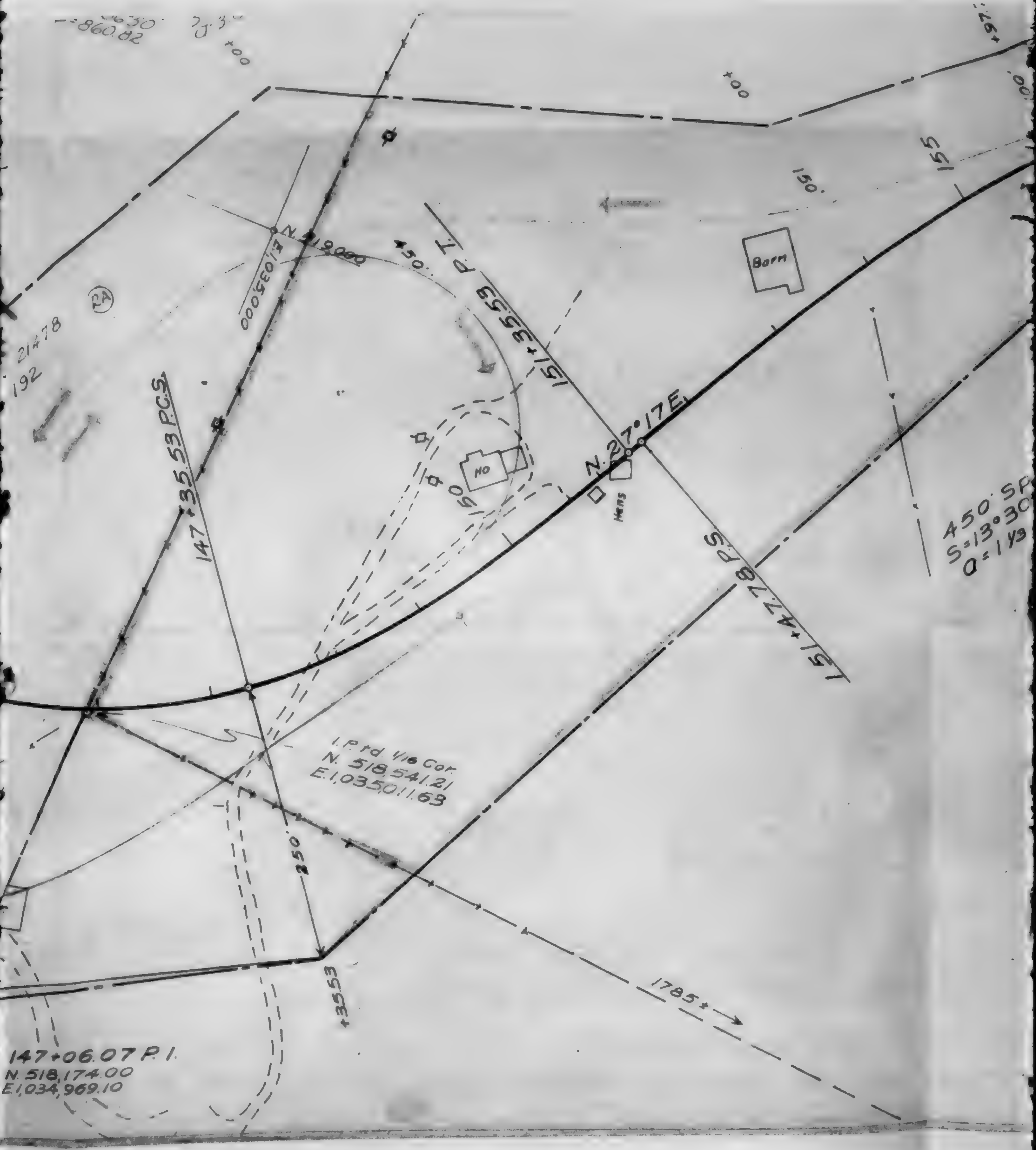

I.P. fd.
I.P. fd.
Orlen A & Thelma Meader
214 - 1
211 - 260
I.P. Ref. for 1/4 Cor.
N. 519,894.67
E.1,035,066.89
22
27
1/4 Cor established from Ref Pt.
N. 519,829.72
E.1,035,064.30
Robert E. & Imogene Powrie
281- 658
159+54.30 P.I.
N. 519,666.74
E.1,035,739.01
+97.78
Deed RW 21402
280-196
RA
+00
100.

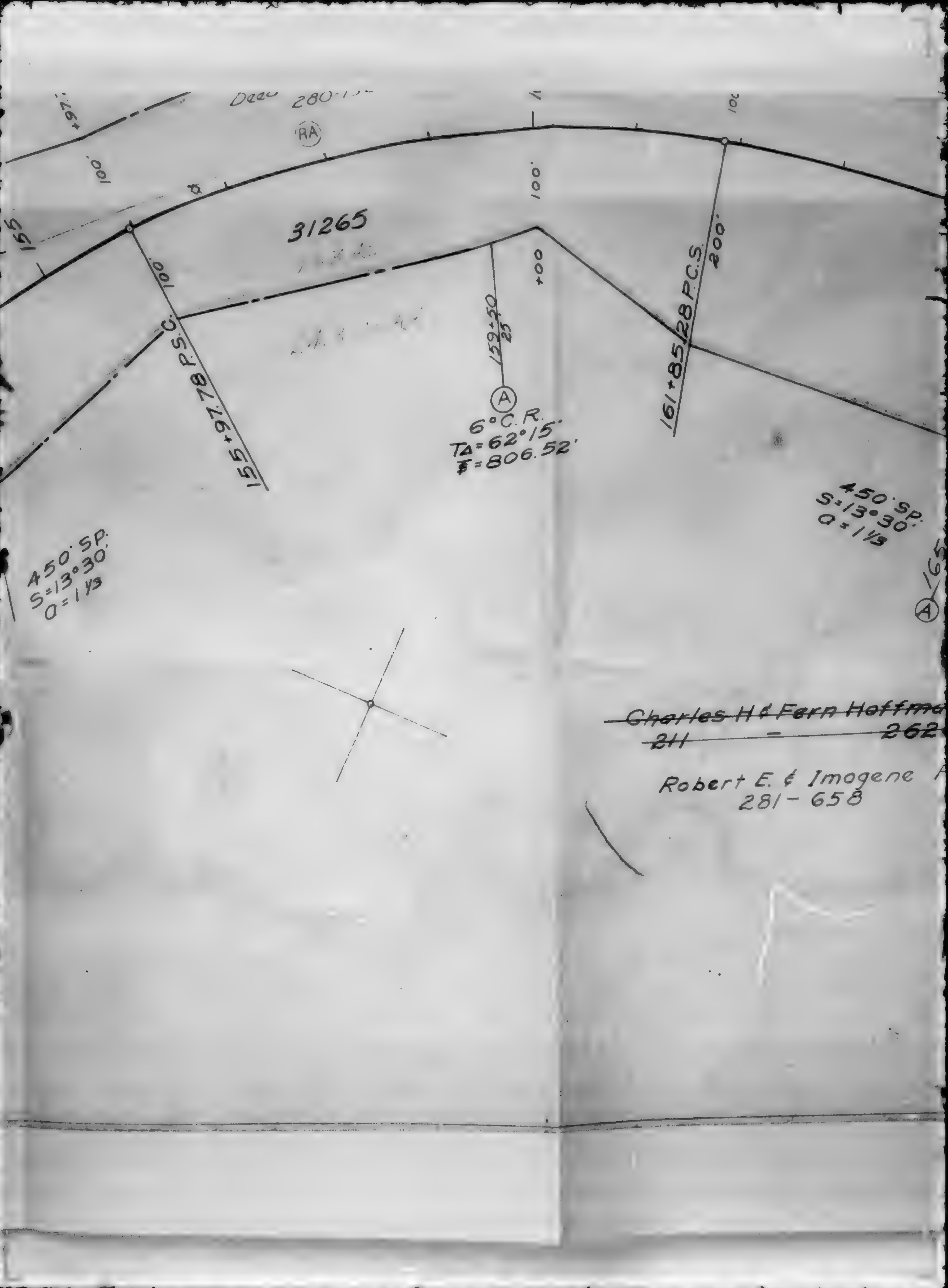
T. 29S., R. 12W., W.M.
8B-17-13

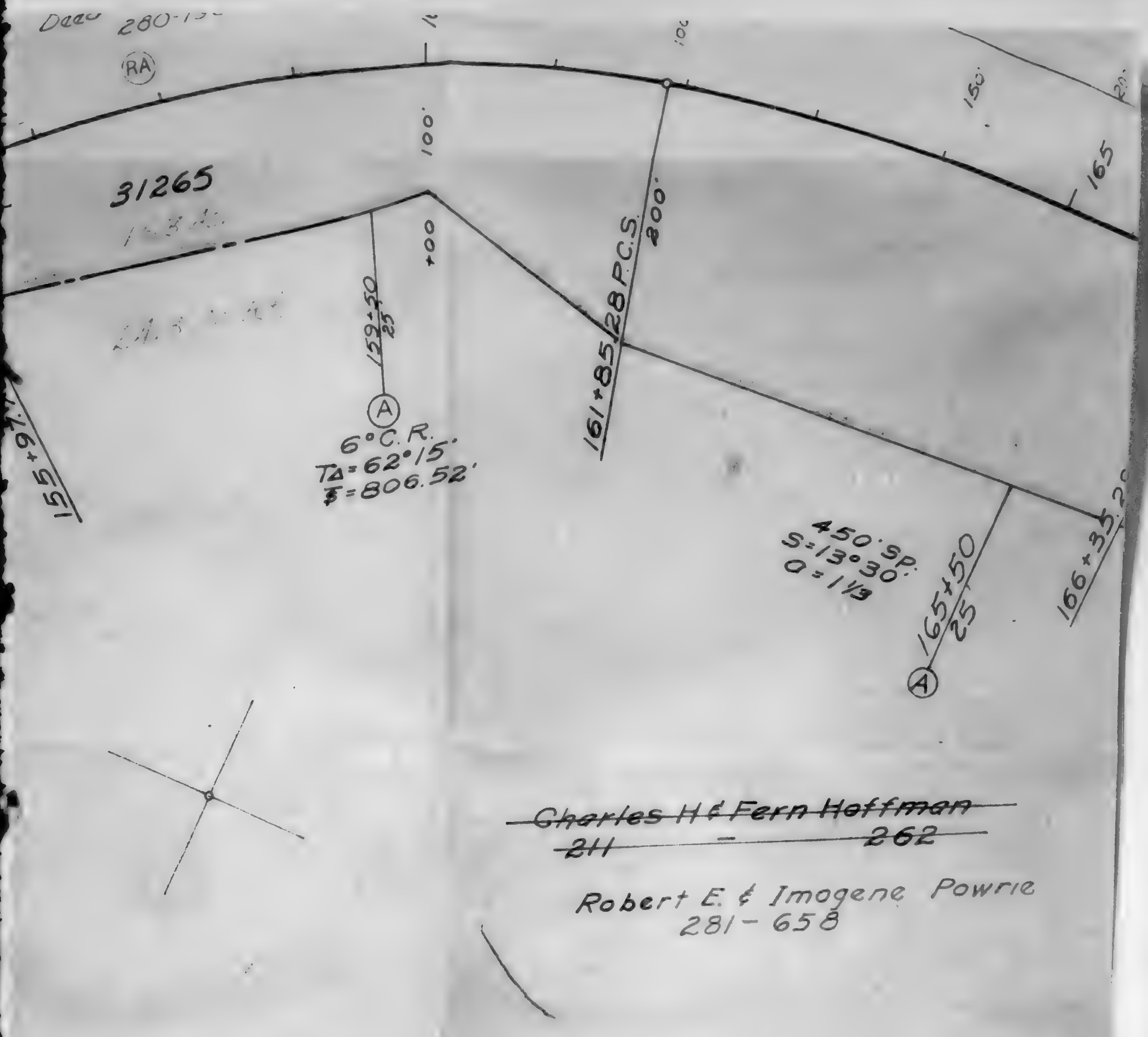

ef Pt.
N. 520,000
E. 1,036,000
A
59+54.30 P.I.
519,666.74
35,739.01
59+50
25'
+85.28
+00
Dead RW 21402
280-196
160
100'
RA
100'
150'
33
R.E.
Scale
File No


MIDD
Robert E. & Imog
208 - 6
30°
TP
40 Ac±
EQUATION
1+00.00 P.O.T. Ah. =
"A" 152+75.09 P.O.T. Bk.
A
152+00
25'
"A" 151+75.09 P.O.T.
Deed R/W 21-
280-192
31264
③
RA
4.37 Ac.
N 518,000
E 1,103,000±
S62°57'W.
See 8B-18-16
2+00
100'
120'
450 Sp.
S=13°30'
a=1⅓
275'
1+28.01 P.S.
400± Ac. Rt.
347
5.4
Release of Access RW 2158
296-154
ur Lbr. Co
-124

860.82
138+45.25 P.S.
MIDDLE
FORK
100'
100'
+45.25
93 Ac. ±
140
S 45°53' E
142+45.25 P.S.C.
Deed Ri. 21478
280-192
RA
E. & Imogene Powrie
645-655
30° C.R.
Δ=108°50'
T=348.38
150' S.P.S.
S=22°30'
0=20.0
"A" 141+05.69 P.S.
150
31264 ①
16.5 Ac.
147+35.53 P.C.S.
"A" 142+55.69 P.S.C.
33610
RW 23290 ①
289-197
RA
"A" 144+68.47 P.C.S.
A 145+18.47 P.T.
d RW 21478
280-192
100'
Gar.
A 144+54.07 P.I.
N. 518,349.43
E 1,034,788.18
Shed
Gar.
Gar.
400'
295'
410
W
34790
5.4 Ac.
145+00
+50
+80
147+06.07 P.I.
N. 518,174.00
E 1,034,969.10


860.82
+00
+00
+97.
00.
155
150.
Barn
N. 519000
E.1035000
450.
151+35.53 P.T.
RA
21478
192
147+35.53 P.C.S.
HO
50.
N. 27°17E.
Hens
151+47.78 P.S.
450. SP
S=13°30
a=1 ys
I.P. fd. 1/16 Cor.
N. 518,541.21
E.1,035,011.63
250.
+35.53
1785±
147+06.07 P.I.
N. 518,174.00
E.1,034,969.10


Deed 280-15
(RA)
+97.
100'
155
31265
100'
100'
+00
10
200'
28 P.C.S.
161+85
155+97.78 P.S.C.
159+50
25
(A)
6° C.R.
TΔ=62°15'
T=806.52'
450' SP.
S=13°30'
a=1 1/3
450' SP.
S=13°30'
a=1 1/3
165
(A)
~~Charles H & Fern Hoffma~~
~~211 - 262~~
Robert E. & Imogene
281-658


Deed 280-15
RA
100'
31265
159+50
25
A
6° C.R.
TΔ=62°15'
T=806.52'
155+9
161+85.28 P.C.S.
200'
100
150
165
450' SP.
S=13°30'
a=1 1/3
165+50
25
A
166+35.2
~~Charles H & Fern Hoffman~~
~~211 - 262~~
Robert E. & Imogene Powrie
281-658

RECEIVED
AUG 27 1963

FOR FILING

F-[illegible]

5784

Salem, Oregon
August 23, 1963

R-30913 - E. F. Hoffman
Myrtle Point-Bridge Section
Coos Bay-Roseburg Highway

Mr. L. R. Chandler
Division Engineer
Roseburg

A furor of approximately 2½ years duration has come to a head through a letter to the Governor by E. F. Hoffman complaining that we have inadequately fenced his property. A thorough perusal of the file indicates that our original offer, made July 29, 1960, specifically stated we would fence "...along or near the boundaries of the right of way of the said relocated Coos Bay-Roseburg Highway where the same abuts your remaining land." Whether this point failed to register with Mr. Hoffman, or some communication with the field engineers gave him ideas to the contrary, or the belligerent attitude he has retained throughout our dealing with him has influenced his thinking; it is difficult to say. However, it appears that there may have been some communication between the field people and Mr. Hoffman on, or about, the date of the option in which our field people may have indicated a right-of-way line and failed to explain it was not our intent to fence across the old highway area.

I understand we have given Mr. Hoffman the benefit of the doubt, and arranged to have a fence installed where the new right-of-way line abuts property now under Hoffman's control. This includes the right of way abandoned to the adjacent property owners. If I see this picture correctly, it will entail at least 560 feet additional fence, or possibly as much as 630 feet.

I have advised the Governor of the above arrangement.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajr

Attachments

Sitkum Rt. Box 193-A.
Myrtle Point Ore.
Aug. 3rd 1963

Governor- Mark O. Hatfield
Salem, Ore.

Highway

Honorable Sir—

When they re-located the high-way #2, at Powers junction. Sec. 27- T. 29- R. 12, in the year of 1960 they took our home, and changed the right of way line the entire length of my property. I have a written agreement with them that they were to fence the right-of-way. This project have been completed and in use for almost a year. Our property is still open to the public, also any stock that happens to be on the high-way.

We have called their attention to this matter twice, and they have failed to take action. If you have any authority over the high way Department, I would appreciate some help.

I think with out a doubt that, that dept. is the cheapest bunch of chislers I have ever had to deal with, in my 77 years of living.

Thanking you in advance.
Chas. E. Holloman

RECEIVED
MAY 17 1962
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

F 29(7)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 15, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Extra Work Order 9 (Slide Correction)
Powers Jct.-Sugarloaf Mountain Section
Coos Bay-Roseburg Highway
Project F-29(7)

Dear Sir:

Attached is a copy of a letter from our Division Office in Roseburg giving background information on the conditions under which work was done on Extra Work Order No. 9 on this project. Due to the difficulties involved in getting the contractor to accept the Extra Work Order, and because Bureau of Public Roads personnel knew of these conditions as well as the need for the work, we request reconsideration of the citation recently issued.

Very truly yours,

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

Attach.

CHB:fp

cc L. P. Shaw
L. H. Young

NOTED
LLOYD P. SHAW

RECEIVED
MAY 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 80M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 13, 1963

SUBJECT: Extra Work Orders Nos. 5 and 9
Powers Junction-Sugarloaf Mountain Section
Coos Bay-Roseburg Highway
Contract 5784

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Attention: J. F. Putnam

As per our recent phone conversation, I submit the following information concerning Extra Work Orders Nos. 5 and 9 on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway, Contract 5784.

Extra Work Order No. 5, about which there is very little, if any, controversy, covered only the breaking down of the slide and the pioneering work in the easterly part of the Sugarloaf Mountain area, however, it was started only shortly before what was later designated as Extra Work Order No. 9. Extra Work Order No. 9 was not processed until several months later and was not included as a part of number 5 because number 5 had limited stations which did not cover all the slide as it later developed and because Mr. Henry Miller, one of the partners in the contracting organization, insisted that he would sign no Price Agreement for any price less than $1.25 per cubic yard and that an Extra Work Order ~~was~~ at standard rates of labor and equipment rental was not suitable, that he would "insist on payment for extra tire wear on his rolling equipment and for extra supervision percentages, etc." because he was "able to work only 25 minutes out of an hour because of the traffic below him on the old road and for which he had to stop and wait". At the same time, he would not submit a definite figure on the alleged extra tire wear. He apparently just did not want to settle the issue at the time hoping that we would be forced to settle with him on a Price Agreement at $1.25 per cubic yard. You will remember that on this job he had two excavation prices; Area A, for which the price was $0.44 and, Area B, which was intended as rock slope protection, and for which his price was $1.25. Area B was some distance off the ordinary limits of this job and would have involved the construction of a river crossing or work on a privately owned bridge provided that suitable arrangements could be made with the owner.

1963

F. D. Morgan
Construction Engineer

May 13, 1963

Attn: J. F. Putnam

Mr. Miller was ordered to proceed with the slide repair and we kept a very accurate record of his costs while the work was underway. Eventually, because of the pressure of circumstances, Mr. Miller agreed to accept Force A$_c$count for the slide work and the order was processed. These circumstances consisted partially of our insistence that he finish the slide repair work and also his regular excavation in this area to the full typical section as shown on the plans, or that he finish up the slide work at the regular force account labor and equipment rental rates and leave some 19,000 cubic yards of rock in the cut under an approved typical section modification which we had secured.

To have partially settled the payment for the work carried on under Extra Work Order No. 9, without settling the claim for the alleged extra tire costs and traffic delays, would have resulted only in having these portions of Miller's request left to be settled at the last. There would have been no inducement for him to have dropped them. Extra Work Order No. 9 as finally submitted is actually a combined force order and claim settlement.

Mr. Martin, Mr. Reidl and Mr. Nichols, sometimes singly and sometimes together, were in Resident Engineer Limbocker's office twice in October and November 1960, and four other times in the first four months of 1961 before the issue was resolved. The matter was discussed with them by Mr. Limbocker, also by myself, and also by them and myself at various other times. However, no definite request for approval was given them until very late because the matter had not been resolved.

L R Chandler
L. R. Chandler
Division Engineer

LRC:ds

RECEIVED
APR 19 1963
FOR FILING
A-94

Monthly transaction number	For 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number F-2117 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 4-16-63	County Coos
		Project number F-29(7)

5-1-4

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **October 13**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project	$ **627,037.00**
Revised Federal funds	$ **392,400.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **16** day of **April**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. **State Highway Engineer**
(Title)

By __________
(Title)

By __________
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By ~~XX~~ **A. W. Parsons**
Division Engineer

By: L R Backlund
L. R. Backlund,
Administrative Manager

USComm-DC 11170

April 16, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Powers Junction-Sugarloaf Mountain Section, Project Number F-29(7).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

[illegible] 5784 [illegible]

Monthly [illegible] No. RECEIVED OCT [illegible] 1960	Form PR-2 (9- 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
		County **Coos**
Project Report No. FOR FILING F-29(7)	FEDERAL-AID PROJECT AGREEMENT	Project No. **F-29(7)**

5784

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

SR 42, Powers Hwy. Jct. east 2 miles

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7-6-60	2.1
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **517,388**	Federal funds $ **315,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
State Highway Engineer
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **October 13, 1960**

USComm-DC 40257

October 12, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Powers Junction-Sugarloaf Mountain Section, Project No. F-29(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Enc.

September 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Powers Junction-Sugarloaf Mountain Section, Project No. F-29(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Enc.

Oregon State Highway Department

Federal Aid
Project No. F-29(7)

POWERS JCT.-SUGARLOAF MOUNTAIN SECTION
OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 13, 1960

Type Code 0010
Roadway (Sta. 124+50 to Sta. 132+40)(Sta. 133+80 to Sta. 238+00)
(Contract No. 5782)

Clearing and Grubbing	All	Required		$ 25,500.00
Drainage Excavation, Unclassified	4,200	cu.yds.	$ 3.00	12,600.00
Embankment Foundation Excavation Unclassified	4,400	cu.yds.	0.60	2,640.00
General Excavation, Location "A", Unclassified	430,000	cu.yds.	0.44	189,200.00
General Excavation, Location "B", Unclassified	22,600	cu.yds.	1.25	28,250.00
Short Overhaul	1,890,100	yd.stas.	0.01	18,901.00
Long Overhaul	84,900	C-yd.stas.	0.35	29,715.00
Finishing Roadbed and Slopes	All	Required		5,000.00
Rounding Cutbanks	9,960	lin.ft.	0.20	1,992.00
18-inch Concrete Pipe	30	lin.ft.	6.00	180.00
24-inch Concrete Pipe	92	lin.ft.	7.50	690.00
18-inch Asbestos Protected Corrugated Metal Pipe	2,560	lin.ft.	6.00	15,360.00
30-inch Asbestos Protected Corrugated Metal Pipe	176	lin.ft.	12.00	2,112.00
36-inch Asbestos Protected Corrugated Metal Pipe	132	lin.ft.	22.50	2,970.00
48-inch Asbestos Protected Corrugated Metal Pipe	750	lin.ft.	27.50	20,625.00
Extra for Pipe Under Pavement	22	lin.ft.	12.00	264.00
18-inch Culvert End Section	8	only	45.00	360.00
Salvage and Reinstall Culvert Pipe	42	lin.ft.	4.00	168.00
Salvage and Stockpile Culvert Pipe	66	lin.ft.	4.00	264.00
1-inch Galvanized Water Pipe	300	lin.ft.	1.50	450.00
6-inch Metal Drain Pipe	124	lin.ft.	2.00	248.00
6-inch Perforated Metal Drain Pipe, Uncoated	290	lin.ft.	2.00	580.00
8-inch Perforated Metal Drain Pipe, Uncoated	9,560	lin.ft.	2.40	22,944.00
Special Backfill in Drains	1,770	cu.yds.	8.00	14,160.00
Class "A" Concrete	120	cu.yds.	67.00	8,040.00
Metal Reinforcement	11,940	lbs.	0.145	1,731.30
Metal Guard Rail	2,100	lin.ft.	2.80	5,880.00
Guide Posts, Type W-2	32	only	6.75	216.00

Coarse Crushed Material in Base	6,300 cu.yds.	$ 4.00	$ 25,200.00
3/4" - 0 Material in Base	960 cu.yds.	4.10	3,936.00
Sprinkling	650 M-gals.	2.50	1,625.00
Preparation of Base	0.51 mile	1,000.00	510.00
3/4" - 0 Material in Binder Course	52 cu.yds.	6.00	312.00
Furnishing and Placing Aggregates	330 cu.yds.	6.00	1,980.00
RC-3 Asphalt	10 tons	57.00	570.00
200-300 Asphalt	26 tons	55.00	1,430.00
RS-2 Asphalt	8 tons	65.00	520.00
			$447,123.30
Flagging (57½% of Contractor's Cost)	All Required		5,000.00
Work by Coos-Curry Elect. Coop.	All Required		2,600.00
Work by West Coast Telephone Co.	All Required		3,400.00
Seeding and Mulching	All Required		1,630.00
Signing, Temporary	All Required		600.00
Horizontal Drains	All Required		10,000.00
	Subtotal		$470,353.30
	10% Engr. & Cont.		47,034.70
	Total		$517,388.00

Length of Roadway - - - - - - - - - - - 1.929 Miles
Length of 3 Structures- - - - - - - - - 0.187 Mile
Total Length - - - - - - - - - - - - - 2.116 Miles
Cost of Roadway Per Mile- - - - - - - - $268,215.65

Federal Funds - $315,000.00
State Funds - 202,388.00
$517,388.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds For Maint: Chap. 529, laws 1939

POWERS JCT.-SUGARLOAF MOUNTAIN SECTION

PROJECT NO. F-29(7)

Estimated cost of work by the West Coast Telephone Co.

Labor		$1,050.00
Materials		1,610.00
Equipment		300.00
Contingencies		520.00
		$3,480.00
	Use	$3,400.00

Note: West Coast Telephone Co. purchased the Pacific Tel. & Tel. Co.'s lines 9-1-60, so above estimate includes cost originally submitted for Pacific Tel. & Tel. Co.

Estimated costs of work by Coos-Curry Electric Coop., Inc.

Labor		$2,493.00	
Materials		1,103.89	
Salvage Credit		942.99	Cr.
		$2,653.90	
	Use	$2,600.00	

Oregon State Highway Department

Federal Aid
Project No. F-29(7)

POWERS JCT.-SUGARLOAF MOUNTAIN SECTION
OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 1, 1960

Type Code 0010
Roadway (Sta. 124+50 to Sta. 132+40)(Sta. 133+80 to Sta. 238+00)

Clearing and Grubbing	All Required		$ 25,000.00
Drainage Excavation, Unclassified	4,200 cu. yd.	$ 3.00	12,600.00
Embankment Foundation Excavation, Unclassified	4,400 cu. yd.	0.50	2,200.00
General Excavation, Location "A" Unclassified	430,000 cu. yd.	0.50	215,000.00
General Excavation, Location "B" Unclassified	22,600 cu. yd.	1.75	39,550.00
Short Overhaul	1,890,100 yd. sta.	0.01	18,901.00
Long Overhaul	84,900 C-yd. sta.	0.35	29,715.00
Finishing Roadbed and Slopes	All Required		2,500.00
Rounding Cutbanks	9,960 lin. ft.	0.20	1,992.00
18-inch Concrete Pipe	30 lin. ft.	4.50	135.00
24-inch Concrete Pipe	92 lin. ft.	6.00	552.00
18-inch Asbestos Protected Corrugated Metal Pipe	2,560 lin. ft.	5.50	14,080.00
30-inch Asbestos Protected Corrugated Metal Pipe	176 lin. ft.	11.00	1,936.00
36-inch Asbestos Protected Corrugated Metal Pipe	132 lin. ft.	16.00	2,112.00
48-inch Asbestos Protected Corrugated Metal Pipe	750 lin. ft.	27.50	20,625.00
Extra for Pipe Under Pavement	22 lin. ft.	3.00	66.00
18-inch Culvert End Section	8 only	50.00	400.00
Salvage and Reinstall Culvert Pipe	42 lin. ft.	3.00	126.00
Salvage and Stockpile Culvert Pipe	66 lin. ft.	3.00	198.00
1-inch Galvanized Water Pipe	300 lin. ft.	1.25	375.00
6-inch Metal Drain Pipe	124 lin. ft.	2.00	248.00
6-inch Perforated Metal Drain Pipe, Uncoated	290 lin. ft.	2.00	580.00
8-inch Perforated Metal Drain Pipe, Uncoated	9,560 lin. ft.	2.50	23,900.00
Special Backfill in Drains	1,770 cu. yds.	6.00	10,620.00
Class "A" Concrete	120 cu. yds.	55.00	6,600.00
Metal Reinforcement	11,940 lbs.	0.14	1,671.60
Metal Guard Rail	2,100 lin. ft.	3.00	6,300.00
Guide Posts, Type W-2	32 only	6.75	216.00
Coarse Crushed Material in Base	6,300 cu. yd.	4.25	26,775.00
3/4" - 0 Material in Base	960 cu. yd.	4.35	4,176.00

Sprinkling	650	M-gal.	$ 3.00	$ 1,950.00
Preparation of Base	0.51	mile	250.00	127.50
3/4" - 0 Material in Binder Course	52	cu. yd.	6.75	351.00
Furnishing and Placing Aggregates	330	cu. yd.	6.75	2,227.50
RC-3 Asphalt	10	ton	57.00	570.00
200-300 Asphalt	26	ton	55.00	1,430.00
RS-2 Asphalt	8	ton	65.00	520.00
				$476,325.60
Flagging (57½% of Contractor's Cost)				5,000.00
Work by Coos-Curry Elect. Coop.				2,750.00
Work by West Coast Telephone				150.00
Seeding and Mulching				2,900.00
Signing, Temporary				600.00
Horizontal Drains				10,000.00
	Subtotal			$497,725.60
	10% Engr. & Cont.			49,772.40
			Total	$547,498.00

Length of Roadway	1.929 Miles
Length of 3 Structures.	0.187 Mile
Total Length.	2.116 Miles
Cost of Roadway Per Mile.	$283,824.77

Federal Funds	$333,000.00
State Funds	214,498.00
	$547,498.00

Oregon State Highway Department

Federal Aid
Project No. F-29(7)

POWERS JCT.-SUGARLOAF MOUNTAIN SECTION
OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate revised to include additional Utility work. Not as a basis for project agreement.)

Salem, Oregon, July 12, 1960

Type Code 0010
Roadway (Sta. 124+50 to Sta. 132+40)(Sta. 133+80 to Sta. 238+00)

Clearing and Grubbing	All	Required		$ 25,000.00
Drainage Excavation, Unclassified	4,200	cu. yds.	$ 3.00	12,600.00
Embankment Foundation Excavation, Unclassified	4,400	cu. yds.	0.50	2,200.00
General Excavation, Location "A" Unclassified	430,000	cu. yds.	0.50	215,000.00
General Excavation, Location "B" Unclassified	22,600	cu. yds.	1.75	39,550.00
Short Overhaul	1,890,100	yd. stas.	0.01	18,901.00
Long Overhaul	84,900	C-yd. stas.	0.35	29,715.00
Finishing Roadbed and Slopes	All	Required		2,500.00
Rounding Cutbanks	9,960	lin. ft.	0.20	1,992.00
18-inch Concrete Pipe	30	lin. ft.	4.50	135.00
24-inch Concrete Pipe	92	lin. ft.	6.00	552.00
18-inch Asbestos Protected Corrugated Metal Pipe	2,560	lin. ft.	5.50	14,080.00
30-inch Asbestos Protected Corrugated Metal Pipe	176	lin. ft.	11.00	1,936.00
36-inch Asbestos Protected Corrugated Metal Pipe	132	lin. ft.	16.00	2,112.00
48-inch Asbestos Protected Corrugated Metal Pipe	750	lin. ft.	27.50	20,625.00
Extra for Pipe Under Pavement	22	lin. ft.	3.00	66.00
18-inch Culvert End Section	8	only	50.00	400.00
Salvage and Reinstall Culvert Pipe	42	lin. ft.	3.00	126.00
Salvage and Stockpile Culvert Pipe	66	lin. ft.	3.00	198.00
1-inch Galvanized Water Pipe	300	lin. ft.	1.25	375.00
6-inch Metal Drain Pipe	124	lin. ft.	2.00	248.00
6-inch Perforated Metal Drain Pipe, Uncoated	290	lin. ft.	2.00	580.00
8-inch Perforated Metal Drain Pipe, Uncoated	9,560	lin. ft.	2.50	23,900.00
Special Backfill in Drains	1,770	cu. yds.	6.00	10,620.00
Class "A" Concrete	120	cu. yds.	55.00	6,600.00
Metal Reinforcement	11,940	lbs.	0.14	1,671.60
Metal Guard Rail	2,100	lin. ft.	3.00	6,300.00
Guide Posts, Type W-2	32	only	6.75	216.00
Coarse Crushed Material in Base	6,300	cu. yds.	4.25	26,775.00
3/4" - 0 Material in Base	960	cu. yds.	4.35	4,176.00
Sprinkling	650	M-gal.	3.00	1,950.00

Preparation of Base	0.51 mile	$250.00	$ 127.50
3/4" - 0 Material in Binder Course	52 cu. yds.	6.75	351.00
Furnishing and Placing Aggregates	330 cu. yds.	6.75	2,227.50
RC-3 Asphalt	10 tons	57.00	570.00
200-300 Asphalt	26 tons	55.00	1,430.00
RS-2 Asphalt	8 tons	65.00	520.00
			$476,325.60
Flagging (57½% of Contractor's Cost)	All Required		5,000.00
Work by Coos-Curry Elect. Coop.	All Required		2,750.00
Work by West Coast Telephone	All Required		1,150.00
Seeding and Mulching	All Required		2,900.00
Signing, Temporary	All Required		600.00
Horizontal Drains	All Required		10,000.00
Work by the Pacific Telephone & Telegraph Co.	All Required		2,000.00
	Subtotal		$500,725.60
	10% Engr. & Cont.		50,072.40
	Total		$550,798.00

Length of Roadway - - - - - - - - - - -	1.929 Miles
Length of 3 Structures- - - - - - - - -	0.187 Mile
Total Length- - - - - - - - - - - - - -	2.116 Miles
Cost of Roadway Per Mile- - - - - - - -	$285,535.51

Federal Funds -	$333,000.00
State Funds -	217,798.00
	$550,798.00

Oregon State Highway Department

Federal Aid
Project No. F-29(7)

POWERS JCT.-SUGARLOAF MOUNTAIN SECTION OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 25, 1960

Type Code 0010
Roadway (Sta. 124+50 to Sta. 132+40)(Sta. 133+80 to Sta. 238+00)

Clearing and Grubbing	All Required	$	$ 25,000.00
Drainage Excavation, Unclassified	4,200 cu.yd.	3.00	12,600.00
Embankment Foundation Excavation, Unclassified	4,400 cu.yd.	0.50	2,200.00
General Excavation, Location "A" Unclassified	430,000 cu.yd.	0.50	215,000.00
General Excavation, Location "B" Unclassified	22,600 cu.yd.	1.50	33,900.00
Short Overhaul	1,890,100 yd.sta.	0.01	18,901.00
Long Overhaul	84,900 C-yd.sta.	0.35	29,715.00
Finishing Roadbed and Slopes	All Required		2,500.00
Rounding Cutbanks	9,960 lin.ft.	0.20	1,992.00
18-inch Concrete Pipe	30 lin.ft.	4.50	135.00
24-inch Concrete Pipe	92 lin.ft.	6.00	552.00
18-inch Asbestos Protected Corrugated Metal Pipe	2,560 lin.ft.	5.50	14,080.00
30-inch Asbestos Protected Corrugated Metal Pipe	176 lin.ft.	11.00	1,936.00
36-inch Asbestos Protected Corrugated Metal Pipe	132 lin.ft.	16.00	2,112.00
48-inch Asbestos Protected Corrugated Metal Pipe	750 lin.ft.	27.50	20,625.00
Extra for Pipe Under Pavement	22 lin.ft.	3.00	66.00
18-inch Culvert End Section	8 only	50.00	400.00
Salvage and Reinstall Culvert Pipe	42 lin.ft.	3.00	126.00
Salvage and Stockpile Culvert Pipe	66 lin.ft.	3.00	198.00
1-inch Galvanized Water Pipe	300 lin.ft.	1.25	375.00
6-inch Metal Drain Pipe	124 lin.ft.	2.00	248.00
6-inch Perforated Metal Drain Pipe, Uncoated	290 lin.ft.	2.00	580.00
8-inch Perforated Metal Drain Pipe, Uncoated	9,560 lin.ft.	2.50	23,900.00

Special Backfill in Drains	1,770	cu.yd.	$6.00	$ 10,620.00
Class "A" Concrete	120	cu.yd.	55.00	6,600.00
Metal Reinforcement	11,940	lbs.	0.14	1,671.60
Metal Guard Rail	2,100	lin.ft.	3.00	6,300.00
Guide Posts, Type W-2	32	only	6.75	216.00
Coarse Crushed Material in Base	6,300	cu.yd.	4.25	26,775.00
3/4" - 0 Material in Base	960	cu.yd.	4.35	4,176.00
Sprinkling	650	M-gal.	3.00	1,950.00
Preparation of Base	0.51	mile	250.00	127.50
3/4" - 0 Material in Binder Course	52	cu.yd.	6.75	351.00
Furnishing and Placing Aggregates	330	cu.yd.	6.75	2,227.50
RC-3 Asphalt	10	ton	57.00	570.00
200-300 Asphalt	26	ton	55.00	1,430.00
RS-2 Asphalt	8	ton	65.00	520.00
				$470,675.60
Flagging (57½% of Contractor's Cost)	All Required			5,000.00
Work by Coos-Curry Elec. Co-op.	All Required			2,750.00
Work by West Coast Telephone	All Required			1,150.00
Seeding and Mulching	All Required			1,630.00
Signing (Temporary)	All Required			600.00
Horizontal Drains	All Required			10,000.00
Work by The Pacific Tel. & Tel. Co.	All Required			2,000.00
	Subtotal			$493,805.60
	10% Engr. & Cont.			49,380.40
	Total			$543,186.00

Length of Roadway - - - - - - 1.929 Miles
Length of 3 Structures- - - - 0.187 Mile
Total Length- - - - - - - - - 2.116 Miles
Cost of Roadway Per Mile- - - $281,589.42

Federal Funds - $330,000.00
State Funds - 213,186.00
$543,186.00

RECEIVED
JUN 7 1962
FOR FILING
F-29(7)
6/14

COPY

June 1, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending three copies of two utility bills from the Coos-Curry Electric Co-op., Inc., for projects King Creek-Bridge Section, No. EBF-29(11) and Powers Jct.-Sugarloaf Mountain Section, No. F-29(7).

Your Auditing Department requested these bills be sent at this time so they could be audited along with a bill they now have.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
MAY 4 1962
FOR FILING

Forrest Cooper

May 1, 1962

Powers Junction-Sugarloaf Mtn.
Contract No. 5784

FINAL COST ANALYSIS
Grading
Contractor: Miller & Hutchins Contractors, Inc.
Resident Engineer: K.D. Limbocker

Coos Bay-Roseburg Highway
Prefix No. 6-108
Project No. F-29(7)

Item 5784	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	25,500.00		21,577.78	25,500.00
Drainage Excavation	3,519.87	Cu. Yd.	3.00	2.48	8,741.17	10,559.61
Embank. Foundation Excav.	6,391.4	Cu. Yd.	0.60	0.51	3,244.41	3,834.84
General Excav. Location A	449,576.4	Cu. Yd.	0.44	0.47	211,717.58	197,813.62
Short Overhaul	1,852,902.1	Yd. Sta.	0.01	0.0094	17,340.64	18,529.02
Long Overhaul	79,747.5	C-Yd. Sta.	0.35	0.32	25,709.76	27,911.63
Finish R.B. and Slopes	100%	All	5,000.00		4,387.90	5,000.00
Rounding Cutbanks	8,411	Lin. Ft.	0.20	0.17	1,462.85	1,682.20
18" Concrete Pipe	32	Lin. Ft.	6.00	3.69	118.17	192.00
24" Concrete Pipe	84	Lin. Ft.	7.50	5.45	458.17	630.00
18" Asb. Prot. CMP	2,462	Lin. Ft.	6.00	4.80	11,823.88	14,772.00
30" Asb. Prot. CMP	168	Lin. Ft.	12.00	8.38	1,408.15	2,016.00
36" Asb. Prot. CMP	120	Lin. Ft.	22.50	13.00	1,561.00	2,700.00
48" Asb. Prot. CMP	670	Lin. Ft.	27.50	20.09	13,463.40	18,425.00
Extra for Pipe Under Pvmt.	20	Lin. Ft.	12.00	8.00	159.98	240.00
18" Culvert End Sections	6	Only	45.00	36.56	219.38	270.00
Salv. & Reinstall Culvert Pipe	165	Lin. Ft.	4.00	2.69	444.52	660.00
1" Galv. Water Pipe	280	Lin. Ft.	1.50	0.74	207.70	420.00
6" Metal Drain Pipe	341	Lin. Ft.	2.00	1.59	541.09	682.00
6" Perf. Mtl. Dr. Pipe, Unctd.	96	Lin. Ft.	2.00	1.73	165.86	192.00
8" Perf. Mtl. Dr. Pipe, Unctd.	7,067	Lin. Ft.	2.40	1.78	12,597.54	16,960.80
Special Backfill in Drain	840.55	Cu. Yd.	8.00	6.75	5,677.08	6,724.40

Final Cost Analysis - Contract No. 5784
Powers Junction-Sugarloaf Mountain Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Class "A" Concrete	122.7	Cu. Yd.	70.00	65.00	7,975.50	8,220.90
Metal Reinforcement	13,980	Lbs.	0.145	0.145	2,027.10	2,027.10
Metal Guard Rail	2,312.28	Lin. Ft.	2.80	2.30	5,325.65	6,474.38
Guide Posts, Type W-2	32	Only	6.75	6.56	210.00	216.00
Coarse Cr. Mat'l in Base	7,966	Cu. Yd.	4.00	3.59	28,605.91	31,864.00
3/4"-0 Mat'l in Base	1,160	Cu. Yd.	4.10	3.79	4,402.10	4,756.00
Sprinkling	1,155.3	M-Gal.	2.50	2.19	2,534.79	2,888.25
Preparation of Base	0.51	Mile	1,000.00	1,000.00	510.00	510.00
3/4"-0 Mat'l in Binder Course	71	Cu. Yd.	6.00	6.00	426.00	426.00
Furnish & Place Aggregate	347	Cu. Yd.	6.00	6.00	2,082.00	2,082.00
RC-3 Asphalt	10.24	Ton	57.00	57.00	583.68	583.68
200-300 Asphalt	27.36	Ton	55.00	55.00	1,504.80	1,504.80
PA#1 Exc. & Place Rock Slope Protec.	19,299.6	Cu. Yd.	1.25	1.10	21,212.77	24,124.50
PA#2 Cement Adj.	4.5	Bbl.	4.97	4.97	22.37	22.37
PA#3 Change Asphalt Type from RS-2 to RS-1	7.11	Ton	65.00	65.00	462.15	462.15
PA#4 Purchase Excess Mat'l	100%	All	661.37		661.37	661.37
Force Account					101,325.57	103,815.80
					$522,899.77	$546,354.42

Gross Revenue	$ 546,354.42
Total Cost	522,899.77
Net Profit	$ 23,454.65

Net Profit equals 4.3% of Gross Revenue

DETAIL OF COST - Contract No. 5784

Labor:					
Supervision				$ 32,780.19	
Labor				162,402.29	
Labor Insurance				20,943.08	
Health, Welfare and Pension				12,784.45	
Travel Expense				5,162.00	$ 234,072.01
Materials:					
18" Concrete Pipe	32	Lin. Ft.	@ $2.25	72.00	
24" Concrete Pipe	84	Lin. Ft.	@ $3.58	300.72	
18" Asb. Prot. CMP	2,462	Lin. Ft.	@ $3.62	8,912.44	
18" Asb. Prot. CMBands	113	Each	@ $3.62	409.06	
30" Asb. Prot. CMP	168	Lin. Ft.	@ $6.88	1,155.84	
30" Asb. Prot. CMBands	7	Each	@ $6.88	48.16	
36" Asb. Prot. CMP	120	Lin. Ft.	@ $11.09	1,330.80	
36" Asb. Prot. CMBands	5	Each	@ $11.09	55.45	
48" Asb. Prot. CMP	670	Lin. Ft.	@ $15.08	10,103.60	
48" Asb. Prot. CMBands	34	Each	@ $15.08	512.72	
18" Culvert End Sections	6	Each	@ $23.76	142.56	
1" Galv. Water Pipe	280	Lin. Ft.	@ $0.16	44.80	
6" Mtl. Drain Pipe	341	Lin. Ft.	@ $0.77	262.57	
6" Perf. Mtl. Dr. Pipe, Unctd.	96	Lin. Ft.	@ $0.86	82.56	
6" Metal Bands	28	Each	@ $0.99	27.72	
8" Perf. Mtl. Dr. Pipe	7,067	Lin. Ft.	@ $1.01	7,137.67	
8" Perf. Mtl. Bands	350	Each	@ $1.13	395.50	
Rock for Special Backfill	840.5	Cu. Yd.	@ $2.35	1,975.18	
Rock Purchased from Commercial Source				21,267.30	54,236.65
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				138,694.11	
Equipment Rental, Hired				22,739.54	
Gas, Oil and Grease				21,110.82	
Bond				3,278.13	
P.U.C.				978.75	
P.L. and P.D. Insurance				2,439.78	
Explosives				8,620.21	
Move In, Freight and Cartage				3,540.30	
Small Tools and Miscellaneous Supplies				1,981.01	
Amount Paid H.H. Stach for Concrete Work				10,002.61	
Amount Paid Vern Hoaglin for Guard Rail & Guide Posts				5,526.65	
Amount Paid J.C. Compton for Oiling				4,829.20	
Home Office and General Overhead				10,850.00	234,591.11
				TOTAL COST	$ 522,899.77

Remarks - Contract No. 5784

This was a "Federal Aid Primary Project" calling for grading 2.22 miles of highway roadbed on the Powers Junction-Sugarloaf Section of the Coos Bay-Roseburg Highway in Coos County. The contract was bid July 28, 1960, awarded August 25, 1960. Work started August 8, 1960 and the project completed October 9, 1961.

The contractor moved in one D-6 cat and dozer, one D-8 cat and dozer and a crew of seven men on August 8th and started the clearing which consisted of trees and dense brush. Hand clearing was required in some sections due to the high slopes where the cats and dozers could not work.

The excavation for the box culvert extension and the retaining wall was performed by the contractor; the reinforcing steel and the Class "A" concrete was furnished and placed by Henry H. Stach, cement contractor.

The contractor started the excavation on September 25, 1960 with one 3/4-cubic yard shovel, two 8-cubic yard trucks, two TS-24's, three D-W21's, two tournapulls, five D-8 cats and dozers and one D-6 cat and dozer. Good progress was made on the common material as long as it was dry. The excavation between Stations 195 and 199 was solid rock requiring drilling and blasting. A 3/4-cubic yard shovel was used to load two 8-cubic yard trucks. Slow progress was made on this item until a 2-1/2-cubic yard shovel was rented and more trucks added. This speeded up production but not to full capacity as work was adjacent to the highway and traffic was very heavy. A small loss on the excavation was suffered.

The contractor bought all the crushed rock for this project from the Martin Kincheloe quarry located approximately two miles easterly from the town of Bridge. This was hauled with trains by Tuss Brothers in the evenings after construction work on the King Creek-Bridge project closed down for the day and there were no interruptions on the hauling. Good progress was made on the hauling and processing.

The guardrail and guide posts were purchased and installed by Vern Hoaglin below bid prices, realizing a profit for the contractors.

The oiling work was performed by J.C. Compton Company at bid prices.

The contractor had good bid prices, fair equipment and good supervision realizing a fair profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
MAR 8 1962
FOR FILING

5784

March 8, 1962

The Travelers Indemnity Co.,
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5784, awarded to Miller & Hutchins, Contrs. Inc., for grading the Powers Jct. - Sugarloaf Mt. Section of the Coos Bay-Roseburg Highway in Coos County.

This contract was completed on October 9, 1961, and was accepted by the Highway Commission on January 19, 1962. Final payment in the amount of $13,192.17 will be released to the contractor on or after March 15, 1962. The total contract amount is $546,354.42, of which amount $103,815.80 represents force account items.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Travelers Indemnity Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland, Oregon

cc: Miller & Hutchins, Contrs. Inc.,
100 Grant Smith Road
Roseburg
Oregon

RECEIVED
JAN 17 1962
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5784

January 16, 1962

Mr. J. B. Bedingfield, Jr.
Attorney at Law
310 Hall Building
Coos Bay, Oregon

Re: Powers Jct.-Sugarloaf Mtn. Sec.
Coos Bay-Roseburg Highway
Contract No. 5784

Dear Mr. Bedingfield:

I have been handed for reply your letter of January 11th with respect to copies of our contract covering the above mentioned section of highway.

In accordance with your request, please find enclosed herewith certified copies of our contract and bond with Miller and Hutchins, and the standard specifications for highway construction which are made, by reference, a part of the contract.

If we can be of any further service on this matter, please do not hesitate to contact me.

Yours very truly,

L. I. LINDAS
Chief Counsel

By

FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks
enc. 2

cc: L. I. Lindas
Floyd Query

NOTED
FLOYD QUERY

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

Final Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 12, 1962

Section Powers Jct. - Sugarloaf Mtn.

Highway Coos Bay-Roseburg County Coos

Contractor Miller & Hutchins, Contractors., Inc.

Date of contract August 25, 1960

Date work started August 8, 1960

Project authorization $625,647.61

Exclusive of engineering $580,023.35

Kind of work Grading

Section prefix 6-1087

Contract number 5784

Specified work days 165

Work days used 152

Per cent of time elapsed 92.1 %

Estimated cost of completed project, exclusive of engineering $580,023.35

Estimated per cent XXXXX or underrun 0.27 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $45,624.26

Engineering cost to date $59,133.30, 129.6% %

Date project was completed October 9, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%		100%	100%	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final submitted to Division Office January 10, 1962.

Final Report.

NOTED
R. L. PORTER

CONSTRUCTION DIVISION
RECEIVED
JAN 15 1962
NOTED B 9

Noted
M. N Jove

NOTED

Signed

Address P. O. Box 326., Myrtle Point, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.22				
Miles partially completed	2.22				
Miles completed	2.22				
Total estimated quantities (contract)	430,000 C.Y.				
Total quantities corrected to date	449,576 C.Y.				
Estimated quantities moved or placed to date	449,576 C.Y.				
Average daily quantities	None				
Average daily quantities necessary to complete project on time	None				
Number shifts per day	None				
Hours per shift	None				
Average force on project for week	None				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Showers		
Friday	Showers		
Saturday			

RECEIVED
DEC 6 1961
FOR FILING

FORM CD-121
(9-11-00)

F-29(7)

5784

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: December 5, 1961

TO : Mr. Forrest Cooper
Acting State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Powers Junction-Sugarloaf Mountain Section, Project No. F-29(7)
Contract No. 5784

Reference is made to Mr. W. C. Williams' letter signed by Mr. Tom Edwards, Construction Engineer, of November 27, 1961 on the above-mentioned project.

Your request for concurrence in the proposed change is hereby approved to perform this work.

Edwards
Young

RECEIVED
NOV 28 1961
FOR FILING

COMMISSIONERS
[illegible]CIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5784

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Powers Junction-Sugarloaf
Mountain Section
Contract No. 5784
F.A. No. F-29(7)

Dear Sir:

Enclosed find three (3) copies of sketch maps showing a proposed line change on this project. Actually, most of the change proposed will be involved with the Myrtle Point-Powers Junction project to be contracted some time in the future.

With this change, we will reduce slide excavation, general excavation, and granular backfill quantities and realize a savings of approximately $6,000.

May we have your concurrence in the proposed change.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

Encl.

cc Forrest Cooper
F. D. Morgan
R. L. Porter

NOTED

RECEIVED
NOV 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FBK:fp:jw

RECEIVED
OCT 13 1961
FOR FILING

5784

October 12, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 9, 1961, on Contract No. 5784, Powers Junction-Sugarloaf Mountain Section, in Coos County, in connection with Federal Aid Project No. F-29(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt
cc: H. S. Cox

RECEIVED
SEP 21 1961

FOR FILING

5-774

September 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering the repair of a 30" corrugated metal pipe on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5784, in connection with Federal Aid Project No. F-29(7).

The 30" pipe was installed at Station 222+56 in accordance with the plans and specifications. It is under a 28' fill. The pipe has subsided approximately 2½' reducing the capacity to about 50 per cent. It is necessary to remove, rebed and replace 60' of the pipe to restore the normal flow.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:bm

RECEIVED
MAY 31 1961
FOR FILING

F-29 (7)

5784

Salem, Oregon
May 31, 1961

Increase in Project Authorization
Powers Jct.-Sugarloaf Mtn. Sec.
Coos Bay-Roseburg Highway
Coos County, Contract No. 5784

Mr. K. D. Limbocker
Resident Highway Engineer

This is to advise you that at its meeting of May 26, 1961, the Highway Commission approved an increase of $96,556.40 in project authorization on the subject project.

The new authorization for construction is $625,647.61. This amount should be used in all future reports on this project.

for R. L. Porter
Office Engineer

DBP:jb

cc: F. D. Morgan

RECEIVED
MAY 18 1961
FOR FILING
F-29(4)

5784

I

May 17, 1961

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization for Contract No. 5784, the Powers Junction-Sugarloaf Mountain grading section of the Coos Bay-Roseburg Highway, is anticipated.

The original authorization is $529,091.21; the present anticipated cost is $625,647.61, which indicates an overrun of $96,556.40.

This project follows the general route of the Coquille River and large cuts were necessary in the canyon walls. The overrun is the result of necessary additional work which is required to correct slide conditions which occurred during construction.

This request for additional project authorization will be presented to you at the May 26 meeting and I recommend your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
LWR:fp ms

RECEIVED
MAY 17 1961

FOR FILING
F-29(7)
5784

Salem, Oregon
May 16, 1961

Project Authorization
Powers Junction-Sugarloaf
Mountain Section
Contract No. 5784

Mr. Tom Edwards
Construction Engineer
OFFICE

I have Hulien's letter of May 10 re expected overrun of project authorization on Contract No. 5784, Powers Junction-Sugarloaf Mountain Section.

Although I do not have all of the details, it appears that no money was set up in the original project authorization for slide removal.

As slides are more the rule than the exception in that section of Oregon, I believe it would be advantageous if we included some reasonable amount on contracts such as this for anticipated slides.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. R. L. Porter

FORM E-30 50M 2-61 24997

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1961

SUBJECT: Powers Jct.-Sugarloaf Mountain Section
Contract No. 5784

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Attached for your approval is "Report on Expected Overrun of Project Authorization" for the Powers Junction-Sugarloaf Mountain Section, Contract No. 5784.

The original project authorization is $529,091.21; the present estimate of cost is $625,647.61 for an anticipated overrun of $96,556.40 or 18.2 per cent.

This project involves construction along the Coquille River with side hill cuts in the canyon walls. The large overrun on this project is the result of cut slides which have been encountered.

Attached is a rough draft of a letter to the Commission.

Tom Edwards
Construction Engineer

By L. W. Rulien
L. W. Rulien
Assistant Field Construction Engineer

LWR:fp

Enc.

NOTED
FORREST COOPER

RECEIVED
MAY 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 12 1961
FOR FILING

F-29(7)
5784

May 11, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering slide removal on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5784, in connection with Federal Aid Project No. F-29(7).

This order covers slide material and slide correction between Stations 192+50-199. Material to be removed is outside of the normal staked sections.

This work has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
MAY 12 1961
FOR FILING

F-29(7)
5784

May 11, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5-Supplemental covering additional clearing and pioneering of slides on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5784, in connection with Federal Aid Project No. F-29(7).

Additional clearing and pioneering of the slide area left of Stations 192+50 - 199+00 is required. The original order covering this work and area was approved by BPR November 1, 1960.

This additional work has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

RECEIVED
MAY 12 1961
FOR FILING
F-29(7)

5784

May 11, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6-Supplemental covering additional clearing and pioneering of the slide on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5784, in connection with Federal Aid Project No. F-29(7).

This supplemental order is to cover additional clearing and pioneering of the slide between Stations 199-203 left of center line. The original order in the amount of $2,980 was approved by BPR January 30, 1961. Additional work is necessary. It has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
JUN 2 1961
FOR FILING

Form No. [illegible]

REGON STATE HIGHWAY DEPARTMEN

Report on Expected Over-run of Project Authorization

Project Name Powers Junction - Sugarloaf Mountain Section
Date May 3, 1961
[illegible](7)
Highway Coos Bay - Roseburg
Contract No. 5784
County Coos
Kind of Work Grading
Contractor Miller & Hutchins,
Contract Amount $447,123.30
5-784

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
Embankment Foundation Excavation	1,894 C.Y.	@ $0.60	+$1,136.40
General Excavation, Location "B"	2,000 C.Y.	@ 1.25	- 2,500.00
Short Over-haul (Prorated)	200,000 Yd. Sta.	@ 0.01	+ 2,000.00
Long Over-haul	8,571 C-Yd. Sta.	0.35	+ 3,000.00

Minor items, unitemized algebraic total $2,418.00

Subtotal $453,177.70

Approved work orders (Price, extra work and state force orders) $78,721.80

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
E.W.O. #4 Fencing	$ 643.91
E.W.O. #5 Slides 192-199, Pioneering & Clearing.	7,613.80
E.W.O. #6 Slides 199-203	2,144.00
S.F.O. #2 Flagging	2,000.00
S.F.O. #1 & #4 Utility Adj.	1,054.84
S.F.O. #3 Seeding & Mulching	1,546.96

Minor items, unitemized algebraic total 277.00

Subtotal $547,180.01

Authorization for engineering $37,624.26

Expected over-run or under-run of engineering authorization $8,000.00

Costs not included above (explain) E.W.O. #9 Removal of excess material 192 0 199 $32,843.34

Allowance for future contingencies (——% of work remaining) $

Credits to come from transfers and deductions $

Present estimate of project cost $625,647.61

Brief Statement of principal causes of over-run:

Slide correction necessary from "L" 126+00 to "L" 204 is principal cause of the over-run.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $529,091.21
Present estimate of project cost $625,647.61
Expected over-run (Amount) $96,556.40
Expected over-run (per cent) 18.2 %

Space to right of this line is for use of Salem office.

Submitted by: Resident Engineer
Confirmed by: Chandler Division Engineer
Noted by: Construction or Bridge Engineer
Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
APR 28 1961
FOR FILING

F-29(7)

5784

April 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering slide correction work on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5784, in connection with Federal Aid Project No. F-29(7).

This order is to cover slide removal and correction as detailed on the order. This work must be done before completion of the project. It has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt
Enc.

RECEIVED
MAR 15 1961
FOR FILING

F-29(7)

5784

March 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering emergency storm repair on the Powers Jct.-Sugarloaf Mtn. Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5784, in connection with Federal Aid Project No. F-29(7).

Emergency drainage work was necessary due to the storm of February 9 and 10,1961. Large deposits of shale were washed down from the mountainside which diverted drainage and started considerable trouble. In order to save the roadbed and keep traffic moving, it was necessary to do the repair work immediately.

This order has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DHP:sw

Encl.

RECEIVED
FEB 14 1961
FORM E-30 50M 7-60 29395
FOR FILING

1-29(7)
5744

REFERRED TO
Cooper
By State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 10, 1961

SUBJECT: Powers Jct-Sugarloaf Mtn.

To:

W. C. Williams
State Highway Engineer

On January 23, 1961, you wrote to Mr. Gearhart of the Port of Coquille River, Myrtle Point, Oregon. In this letter you answered his complaint that our contractor, working on subject section, was placing material into the Middle Fork of the Coquille River. On our copy of this letter you directed us to contact Mr. Gearhart and determine his specific complaint.

On Wednesday, February 8, I contacted Mr. Gearhart at his home in Sitkum by phone. His specific complaint after receipt of your letter was that the Port of Coquille had concurrent jurisdiction with the Army Engineers over the Coquille River and that, accordingly, they should be consulted in advance of any work affecting the river. He stated that they were not particularly concerned about small amounts of material accidently placed in the river, but that it was his opinion that fills should not be placed within the reach of the river without being rip-rapped.

I advised him that our job plans for the work on this section showed loose rock or rip-rap protection at all points where the fills were in contact with the river and advised him that these plans could be examined at his convenience at the office of the resident engineer in Coquille. He stated that he would do this and thanked me for discussing the matter with him.

L R Chandler
L. R. Chandler
Ass't Division Engineer

LRC:by

cc: Tom Edwards

RECEIVED
FEB 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
FEB 13 1961
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT

Roseburg, Oregon
February [illegible], 19[illegible]

SUBJECT: Traffic Delay
Powers Jct. - Sugarloaf Mtn. Sec.
Coos Bay - Roseburg Highway
Coos County
Contract #5784

To: Tom Edwards
Construction Engineer
Salem, Oregon

ATTENTION: Mr. Klaboe

Replying to your letter of January 23, with regard to traffic delays on the Coquille Junction - Rhoda Creek Section.

Mr. Limbocker, Resident Engineer on the project, advises that an arbitrary time limit of 15 minutes has been imposed on each delay and has been followed, with a few exceptions. However, it often requires an additional 5 minutes after the 15 minute period, for traffic to clear.

He reports that they have had one delay of an hour and ten minutes, two delays of 45 minutes, and several 30 minute delays. He also reports that these delays beyond 15 minutes were all caused by conditions which made traffic through the section impossible or unsafe and not for the convenience of the contractor.

School busses, mail carriers and public transit carriers are cleared through the work most of the time short of the 15 minute delay permitted for other traffic.

A copy of Mr. Limbocker's report is enclosed. His last statements; that the problem is going to become worse and that rigid traffic control is expensive, have not been allowed to increase the time during which traffic is held up.

L R Chandler
L. R. Chandler
Ass't. Division Engineer

RECEIVED
[illegible]
DIVISION ENGINEER

bs
encl.

Send copy to Mr. Cooper.

CONSTRUCTION DIVISION
RECEIVED
FEB 7 1961
NOTED- ☐ ☐ ☐ ☐ ☐

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Myrtle Point, Oregon
February 1, 1961

SUBJECT: Traffic Delay
Powers Jct. - Sugarloaf Mtn. Sec.
Coos Bay - Roseburg Highway
Coos County
Contract #5784

To: F. D. Morgan
Division Engineer
Roseburg, Oregon

In reply to your request per telephone January 31, 1961 the following information concerning the above:

1. At the beginning of the contract an arbitrary time limit of 15 minutes delay was decided upon and the contractor was so informed.

2. Said 15 minutes delay has been adhered to with only minor deviation. When traffic was confined to one way an additional 5 minutes ± was required to clear traffic from one direction making the overall delay approximately 20 minutes.

3. To my knowledge there has been one delay of 1 hour and 10 minutes, 2 delays of 45 minutes and several 30 minute delays. These delays were all caused by conditions which made travel through the section impossible or unsafe, not for the convience of the contractor. The one hour delay was covered in "Report of Blast" submitted to your office. The 2 - 45 minute delays were caused by blasting. Other delays by various causes mainly mechanical failure.

4. Traffic flow is highly variable through this section. Peak flow appears to be from 8 - 9 A.M. and 3:35 - 4:30 P.M. The School Busses, U. S. Mail and Public transit carriers are cleared through the work area as soon as possible. The number of vehicles stopped would vary from approximately 25 vehicles in each direction to a minimum of 6 vehicles in each direction for a 15 minute delay. As an estimate 40 to 50 percent of the vehicles stopped are commercial carriers including log trucks. Approximately 30 percent of the total log trucks.

4. continued -
During the maximum delay which was caused by the blast on January 19, 1961 approximately 40 vehicles were delayed of which approximately 16 were log trucks. The road was completely closed by rock. The road was opened to one way traffic 1 hour following the blast. I would like to restate that most of the delays in excess of 15 minutes were caused by extra ordinary circumstances beyond the control of the contractor.

This problem is going to become worse in the near future regardless of the best planning. Traffic delay on this type of construction are not subject to 100% contrll. Futhermore the more ridged the controll imposed the more expensive the work becomes. I am sure that the controls now being imposed will be reflected in the bidding of the future projects. The contractor on this project is realizing less than a 30 minute work hour due to the traffic problem.

[illegible]
Resident Engineer

RECEIVED
JAN [illegible] 1961

FOR FILING

F-29(7)

5784

January 23, 1961

6881

Mr. J. N. Gearhart, Secretary
Port of Coquille River
Myrtle Point, Oregon

Dear Mr. Gearhart:

Reference is made to your letter of January 12, in which you state you have been receiving complaints that the contractor engaged in grading the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway is placing material into the Middle Fork of the Coquille River.

I have had this matter investigated by the Resident Engineer, K. D. Limbocker, and the Division Engineer, F. D. Morgan. They inform me that the contractor has on four occasions placed very minor amounts of material in the river. These occasions are enumerated below:

1. We ordered the contractor to place about 500 yards of large rock material at the toe of the original ground near Station 203 to protect said original ground from being eroded away by the river and subsequently damaging the new highway facility. For your information, Station 203 is approximately 3,500 feet west of the east limits of the project.

2. At Sugarloaf Point itself we have occasionally had to roll some boulders over the side of the existing road after a shot in order to expedite the opening of the highway for the traveling public. This occasional action probably resulted in our pushing over 500 cubic yards of material, most of which did not reach the river proper.

3. Occasionally a boulder will roll off a truck or scraper and end up in the river.

4. During the progress of the job, the contractor made a small fill across the river. When high water came up last year, this fill was washed out and downstream. In connection with this

item, we must advise that our contractor is responsible under the terms of his contract for any stream pollution.

We have no other knowledge that our contractor has placed material in the river.

Your letter did not state what interest the Port of Coquille has in this stream. However, we presume that you are concerned with navigation on the Coquille River. We can assure you that we have not and will not do anything that is detrimental to the navigation potentials of the Coquille River. We have also been very careful to the end that we do not cause damage to the fish life of the stream. We will instruct Division Engineer Morgan to call on you in the near future and determine whether or not you have any specific information that we do not already possess.

Enclosed is a copy of our guide for the prevention of damage to fishery operations. We attempt to follow this guide as much as possible.

Very truly yours,

W. C. Williams
State Highway Engineer

enc.

cc Forrest Cooper
Tom Edwards
F. D. Morgan - Please contact Mr. Gearhart in the near future and determine what his specific complaint is.

FBK:fp ms

PORT OF COQUILLE RIVER

A MUNICIPAL CORPORATION ORGANIZED UNDER
THE LAWS OF THE STATE OF OREGON

MYRTLE POINT, OREGON

REFERRED TO
Edwards
By State Highway Engineer

January 12, 1961.

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:

Complaints are coming to this commission, that your road contractor is placing material into the Middle Fork of the Coquille River. This is occuring on new construction on Highway No. 42 near Sugar Loaf Mountain.

At a meeting of this commission, a resolution was passed directing the Secretary to bring this to your attention and to the Corps of Engineers U. S. Army.

It would save concern all around in the future, if your plans were submitted for approval by this commission before starting construction, for all points where the highway will encroach on the river.

Yours truly,

J. M. Gearhart
Secretary Port of Coquille River.

RECEIVED
JAN 13 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]
[illegible] ENGINEER

RECEIVED
JAN 27 1961
FOR [illegible]

F-29(7)

5744

January 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the pioneering of slides on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5734, in connection with Federal Aid Project No. F-29(7).

It is necessary to break down the cut slide between Stations 199 and 203 so normal earth-moving equipment can be used. The work is outside of the originally staked sections. Removal of the slide material will be done at contract prices for general excavation.

This work has been verbally approved by the B.P.R. District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Encl.
DBP:cr

RECEIVED
JAN 23 1961
FOR FILING
F-29(7)
5784

T

Salem, Oregon
January 20, 1961

Traffic delays
Powers Junction-Bridge

Mr. Tom Edwards
Construction Engineer
OFFICE

At a meeting that I attended in Coos Bay on January 19, it was called to my attention that the contractors on the project between Powers Junction and Bridge have, on occasion, been holding traffic up as much as an hour.

I have no information as to the frequency of these hold ups nor, in fact, if the hold ups have occurred; however, will you please take the necessary steps to be sure that traffic delays are held to a minimum.

The gentleman who made the complaint was Wilson Boyer, of the Coos Trucking Company, Coos Bay.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

RECEIVED

F-29(7)

5114

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

January 6, 1961

By:
M. E. Martin
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project F-29(7)
Powers Junction-Sugarloaf Mountain Section,
Coos Bay-Roseburg Highway
Order for State Force Work No. 3
Seed and mulch slopes
Total estimated cost $3,176.96
Federal funds $1,906.00

Reference is made to your letter dated January 4, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

NOTED
FORREST COOPER

RECEIVED
JAN 5 1961
FOR FILING
F-29(7)
5734

A

January 4, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224-238, covering seeding and mulching on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5734, in connection with Federal Aid Project No. F-29(7).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The state has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested. It has been verbally recommended for approval by the BPR Area Engineer.

The total estimated amount of the order is $3,176.96 with Federal participation of $1,906.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
Enc.

RECEIVED
FORM L-123-X 75M 1-60
DEC 29 1960
FOR

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

7 29 (2)
5784

NOTED
W. C. WILLIAMS

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 27, 1960

Mr. Henry Miller
President
Miller and Hutchins Company
100 Grant Smith Road
Roseburg, Oregon

Dear Mr. Miller:

Reference is made to your recent request for increase in the number of workdays to complete the Powers Junction-Sugarloaf Mountain Section, Contract No. 5784. Please refer to the portion of the contract entitled "Increase in Time for Performance of Contract" found on Page 5 of the Additional Contract Provisions. This states that changes in plans or specifications will serve as a reason for increase in time to the extent only that said change actually increased the number of workdays required for completion of the work. To date, you have progressed well doing 50 per cent of the contract while only using 30 per cent of the time.

It therefore appears that you will be able to complete the contract within the 165 days allotted. Under the circumstances, we can not, at this time, correctly determine whether or not more days will be required. If at a later date it become obvious that you will require more time, we will act on a new request at that time.

So that there be no misunderstanding, we are not at this time denying your request. We are merely stating that it is too early to properly judge the validity of it.

Very truly yours,

W. C. Williams
State Highway Engineer

By
F. B. Klaboe
Field Construction Engineer

NOTED
FORREST COOPER

FBK:fp

cc W. C. Williams ✓
F. D. Morgan

Attach.

RECEIVED
DEC 28 1960

RECEIVED
1960

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1960

SUBJECT: Powers Jct.-Sugarloaf Mountain
Coos Bay-Roseburg Highway

To:

MEMO TO THE FILES

A Mr. Wilson Boyer of the Coos Trucking Company, Coos Bay, called Mr. Sipprell this date and made certain complaints about the condition of this job. Mr. Boyer operates 22 to 50 logging trucks between Bone Mountain and Coquille or Coos Bay. They make three to four trips a day. He states that in many instances these trucks have been delayed between 20 and 45 minutes in the Sugarloaf Mountain area as a result of the contractor's activities. He further stated that the road in the vicinity of the contract was being poorly maintained and difficult and hazardous to negotiate.

Mr. Boyer apparently is a very reasonable man and emphasized that his complaint, while serious, was not made in a capricious manner.

I have instructed Assistant Division Engineer Chandler to follow up on this by ascertaining the actual facts and communicating with Mr. Boyer. He will take whatever remedies appear to be warranted.

Tom Edwards
Construction Engineer

By F. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
L. R. Chandler
R. B. Sipprell

RECEIVED
7 1960
OFFICE OF
ENGINEER

RECEIVED
1960
FOR FILE
7-29 (1)
5784

FORM [illegible] 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1960

SUBJECT: Powers Jct.-Sugarloaf Mtn. Sec.
Coos Bay-Roseburg Highway
Contract No. 5784

To:

Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to your letter of November 18 regarding the feasibility of two feet of widening on the subject-named section in order to accommodate 12-foot paved lanes. This work is approved provided the contractor will perform the same at his unit prices. You should get a letter of a Price Agreement reflecting this condition from the contractor.

The Bureau of Public Roads has approved the same on the basis that the contractor will perform the work as set forth above.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper
R. L. Porter

RECEIVED

RECEIVED
NOV 2 1960
FOR FILING
F 9(1)

3554

November 2, 1960

Oregon State Highway Commission

Gentlemen:

A construction speed zone of 25 miles per hour was established between M.P. 22.8 and M.P. 26.2 on the Powers Junction-Sugarloaf Mountain grading project on the Coos Bay-Roseburg Highway on October 27.

A construction speed zone of 35 miles per hour was established on October 31 on the Coquille Junction-Rhoda Creek Section of the Powers Secondary Highway, M.P. 0.0 to M.P. 1.3.

It is advisable that these construction speed zones be kept in effect during grading operations on these projects.

This matter will be on the agenda of the next meeting for your consideration, and I recommend your confirmation of these construction speed zones.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:ae me

cc Mr. G. S. Paxson
Mr. F. B. Crandall

RECEIVED
OCT 31 1960
FOR FILING

5734

October 28, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering extra clearing and pioneering slide area on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5734, in connection with Federal Aid Project No. F-29(7).

This work is necessary to correct slide conditions between Stations 192+50 and 196+00. The steep rock slope is showing signs of failing and sliding. The area is outside of the clearing and grading limits.

It is proposed to excavate an overhang and develop a bench. This will provide access to the upper portion of the cut in the event of future slides.

This work has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Encs.

RECEIVED
OCT 17 1960
FOR FILING

F-29(7)

5784

October 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the construction of Type 1 fence on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5784, in connection with Federal Aid Project No. F-29(7).

The Ross Garrett property is under condemnation. The property is being used as a dairy farm and fencing is required at once to confine the stock. No additional or special benefit will accrue to the landowner by reason of this order.

This work has been verbally approved by the BPR District Engineer as of September 30, 1960

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Enc.

RECEIVED

FOR FILING

September 28, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

F 29(7)

5784

By:
D. M. Emrich
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project F-29(7), Powers Junction-Sugar Loaf Mountain Section
Coos Bay-Roseburg Highway
Order for State Force Work No. 2
Furnish and Install Horizontal Drains
Total estimated cost $10,000
Federal Funds $6,000

Reference is made to your letter dated September 23, 1960 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Reimbursement will be on an actual cost basis.

Porter

RECEIVED
SEP 23 1960
FOR FILING
F-29(7)
5774

September 23, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 233, covering the installation of horizontal drains on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5774, in connection with Federal Aid Project No. F-29(7).

This work is necessary to drain out sections for the prevention of slides.

The contractor is not equipped to do this work. The State has the necessary special boring equipment and experienced crews to do the work more economically than by separate contract. The work will need to be done in coordination with the grading progress.

The total estimated amount of this Order is $10,000 with Federal participation of $6,000. It has been verbally approved by the BPR Area Engineer.

Your approval of this Order with reimbursement to be on actual cost basis under the provisions of PPM 21-6.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
SEP [illegible] 1960
FOR FILING
F 29 (7)

5784

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

September 22, 1960

Attention: Mr. R. L. Porter

C. G. Polk, Division Engineer
Salem, Oregon

By:
M. E. Martin
District Engineer

Utility adjustment
West Coast Telephone Company
Powers Junction-Sugarloaf Mountain Section
Coos Bay-Roseburg Highway
Project F-29(7)

Reference is made to your letter of September 9, 1960.

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated July 14, 1960, and August 31, 1960, regarding the referenced adjustment. This approval cancels and supersedes our approval letter of August 23, 1960, and the related agreement between the State and Pacific Telephone and Telegraph Company.

Authorization to proceed with the work is granted as of September 9, 1960. Approval is subject to the provisions of PPM 30-4.

orig
Porter

NOTED
FORREST COOPER

RECEIVED
SEP [illegible] 1960
FOR FILING
FAP F-29(7)
5784

September 14, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

C. G. Polk, Division Engineer
Salem, Oregon

By:
D. M. Emrich
District Engineer

Utility adjustment
Coos-Curry Electric Cooperative, Inc.
Powers Junction-Sugarloaf Mountain Section
Coos Bay-Roseburg Highway
Project F-29(7)

Reference is made to your letter of September 9, 1960.

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated July 13, 1960 and September 1, 1960, regarding the referenced adjustment.

Authorization to proceed with the work is granted as of September 9, 1960. Approval is subject to the provisions of PPM 30-4.

Porter

RECEIVED
SEP 15 1960
FOR FILING

F-29 (8)

574

September 14, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the State's share of flagging costs on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5734, in connection with Federal Aid Project No. F-29(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:cr

RECEIVED
SEP 15 1960
FOR FILING

F-29(7)

5784

September 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering directional signing on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5784, in connection with Federal Aid Project No. F-29(7).

This work is necessary for the direction and guidance of traffic. It does not include warning signs, lights, and barricades required of the contractor for the safety of traffic and workmen.

The work is included in the Special Provisions of the contract as extra work and funds included in the project authorization.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

RECEIVED
FORM S-128
SEP 14 1960
FOR FILING

5784

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 13, 1960

Miller & Hutchins, Contrs., Inc.,
100 Grant Smith Road
Roseburg
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5784, awarded August 25, 1960, for grading the Powers Jct.-Sugarloaf Mt. Section of the Coos Bay-Roseburg Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
SEP 12 1960
FOR FILING

F-29(7)
5784

September 9, 1960

Powers Jct.-Sugarloaf Mtn. Section
Coos Bay-Roseburg Highway
Coos County
Project No. F-29(7)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are the following data regarding the adjustment of the Coos-Curry Electric Cooperative, Inc., facilities in connection with construction of the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company.

2. Two copies of the estimate of cost for adjusting the facilities.

3. Two copies of sketches prepared by the Company showing the adjustments.

Your approval of the agreement between the State and Company, and authorization to proceed with the work as of this date are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Enc.

RECEIVED
SEP 12 1960

FOR FILING

F-29(7)

-784

September 9, 1960

Powers Jct.-Sugarloaf Mtn. Section
Coos Bay-Roseburg Highway
Coos County
Project No. F-29(7)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are the following data covering adjustment of the West Coast Telephone Company's facilities in connection with construction on the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for adjusting portions of its lines.

2. Two copies of the Company's estimate for adjusting the lines located on private property.

3. Two copies of the sketch prepared by the Company covering line revisions.

The facilities of the Pacific Telephone & Telegraph Company on this project were purchased as of September 1, 1960, by the West Coast Telephone Company. The estimate and sketch submitted herewith include and supersede estimate and sketch of the PT & T approved as of August 9, 1960.

Your approval of the agreement between the State and West Coast Telephone Co., and authorization to proceed with the work as of this date, under the provisions of PPM 30-4, are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

RECEIVED
AUG 26 1960
FOR FILING
F-29(7)
5784

August 26, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 8, 1960, on Contract No. 5784, Powers Junction-Sugarloaf Mountain Section, in Coos County, in connection with Federal Aid Project No. F-29(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

DBP:er

RECEIVED

FOR FILING

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

August 25, 1960

F-29(7)

5784

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-29(7)

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-29(7), Powers Jct.-Sugarloaf Mountain Section, Coos Bay-Roseburg Highway we hereby concur, as of this date, in award of Contract No., 5784 to Miller & Hutchins Contractors, Inc., of Roseburg, Oregon, low bidder in the amount of $447,123,30 at the July 28, 1960 bid opening.

RECEIVED
UG 25 1960
FOR FILING

F-29(7)

5784

August 25, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, surfacing and oiling on the Powers Jct.-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, Project No. F-29(7), to Miller & Hutchins Contractors, Inc. on the basis of the bid of $447,123.30 submitted on July 28, 1960.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

JAH:bb

P

RECEIVED
1960
FOR FILING
7-29 (7)
#5784

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

August 23, 1960

Attention: Mr. R. L. Porter

7-29(7)

C. G. Polk, Division Engineer
Salem, Oregon

By: D. M. Emrich
District Engineer

08-35.5

Utility Agreement - Pacific Telephone and Telegraph Company
Powers Junction-Sugarloaf Mountain Section, Coos Bay-Roseburg Highway
Oregon Project F-29(7)

Reference is made to your letter of August 19, 1960.

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated July 14, 1960 and August 9, 1960 regarding the referenced adjustment.

Authorization to proceed with the work is granted as of August 19, 1960. Approval is subject to the provisions of PPM 30-4.

Porter

RECEIVED
AUG 19 1960
FOR FILING

F-29(7)

5784

August 19, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Powers Jct.-Sugarloaf Mtn. Section
Coos Bay-Roseburg Highway
Coos County Project No. F-29(7)

Dear Sir:

Herewith are the following data in connection with adjusting the facilities of the Pacific Telephone and Telegraph Co. on the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the company for adjusting its facilities.

2. Two copies of the company's estimate for the work.

3. Two copies of the sketch prepared by the company covering the adjustments.

Your approval of the agreement between the State and Company and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
0

FOR FILING
7-29 (7)
#5714

Myrtle Point, Oregon
July 22nd, 1960

State Highway Engineer
Salem, Oregon

NOTE
W. C. WILLIAMS

NOTED
FORREST COOPER

Dear Mr. Williams:

Due to an accident in California, I have been unable to sooner reply to your letter of July 11. But at least while I was in California, I was able to travel over some decent highways, which is a treat to those of us who live in Myrtle Point.

Yes, I saw in the paper where the measly sum of $2. million dollars was to be used on Highway 42. Also I saw in the paper where another $80. million was earmarked for another freeway in the Portland area. So the people of this section are to be the goats again! Money earned on this section of highway 42 thru gas tax, licences and P.U.C. is again to be used to build more by-passes, under passes, freeways, etc, in the northern part of the State!

You state in your letter, and I quote,"I do not know just what you have in mind in respect to auditing Highway and P.U.C. offices, " and you also State, and again I quote" The records of these are of a public nature, and open for inspection at any time." unquote. However, Housewives for 42 were denied information requested from your office as to the amount paid in to that office by log trucks hauling over 42. Also, my husband has been told, several times, very politely but very firmly, that it was none of his business what happened to the moneys paid in to the P.U.C. by log trucks. This has been done by the P.U.C. office.

An audit of the books of both agencies would answer many questions, the main one of interest to me being, "How much money has been earned on this section of 42, and where has it been spent?" I once worked in Salem, for a man who held a high position in your office at that time, and I learned many things about the workings of that office. An audit of the books at this time should be more that "just an idea."

My husband and I have for the past three years been trying to sell all of our property down here, and have met with the same answer from prospective buyers. Not interested because of lack of roads! This may explain my personal interest in this matter.

My planned newspaper campaign on this subject is shaping up nicely, and you probably will be hearing from me again,-and again--and again. Yours for some justice for Myrtle Point,

Sincerely,

Agnes Estelle

Mrs. Vernon Estelle
180 River Road
Myrtle Point, Or.

RECEIVED
JUL 13 1960
FOR FILING

Const

[illegible]

Coos Bay [illegible]

July 11, 1960

Mrs. Vernon Estelle
180 River Road
Myrtle Point, Oregon

Dear Mrs. Estelle:

I have your letter of July 6 in which you discuss construction on Highway 42. Plans have been proceeding for acquisition of right of way and construction on a section of this road starting at Powers Junction. It would appear that bids can be received for grading on this section on July 28. It is probable that an additional unit will be placed under construction some time this winter. This has been a somewhat difficult project to locate and design, which has caused some delay. The Highway Commission has earmarked $2,000,000 for Highway 42, and none of this amount will be diverted.

I do not know just what you have in mind with respect to auditing Highway and P.U.C. offices; however, the records of these, as well as other state agencies, are of a public nature and open for inspection at any time.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper

FC:fn ae

RECEIVED
1960
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Cooper
By State Highway Engineer

Myrtle Point, Ore
July 6th, 1960

State Highway Dept.
Salem, Oregon

Gentlemen?

After noting all of the bids that are being called for on other highways in the state, and the total absense of any work being done on this section of Highway 42, the question is, "Where do we go from here?"

My Husband and I feel that an audit of all Highway and P.U.C. offices might well be the answer. Having been in the log trucking business for 30 years, the last 20 being in Coos County, we are well aware of the tremendous sums paid in to both the State Highway and P.U.C. by log trucks inthis area. It might be a good idea if all of the people of the State were aquainted with this, also.

We will look into this matter a great deal more in the immediate future.

Sincerely,

Mrs. Vernon Estelle

ECEIVED
UL 7 1960
OREGON
ATE HIGHWAY COMMISSION

RECEIVED
1960
FOR FILING

F29(7)

#5194.

F-29-7

When replying, refer to
08-35.4-DB

408 State Highway Building
Salem, Oregon

July 6, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-29(7), Powers Junction-Sugarloaf Mountain Section, Coos Bay-Roseburg Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

Porter

RECEIVED
[illegible] 1960
FOR FILING

I 29 (1)
5784

July 5, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of Way Status
Powers Junction-Sugarloaf
Mountain Section
Coos Bay-Roseburg Highway

Dear Sir:

Thirteen parcels are required for this project. Options have been processed through this office for four parcels. Completed options are in our Division Office for two additional properties, and we believe that negotiation is nearing completion on at least five other parcels.

The unoptioned parcels are as follows:

No. 30913	Hoffman	$15,200	
	Condemnation is in process on this file.		
No. 31265	Hoffman	$13,975	
No. 31266	Barkley	$ 5,550	
No. 31271	McWherter	$ 5,500	
No. 31272	Breuer	$ 1,750	Optioned 7-6-60
No. 31342	Timber Conservation Co.	$ 1,500	
No. 31343	Coos Bay Timber Company	$ 300	

Satisfactory negotiations are in progres on all files other than one under condemnation, and we expect to have them all under option by the July 28 date of bid opening.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

RECEIVED
MAY 24 1960
FOR FILING

7-29 [illegible]

[illegible]

May 23, 1960

1578
6853

Mrs. Glenn Gulstrom
Post Office Box 88
Broadbent, Oregon

Dear Mrs. Gulstrom:

Your letter of May 10 to Governor Hatfield concerning the Hoffman property at Powers Junction has been referred to me for further explanation.

The problems attendant the taking of the Hoffman property have been brought to my attention by the Hoffmans, our engineers, and by Judge Harrison of Coos County. I have thoroughly investigated the matter and I feel that no other course is permissible in this case.

As you know, the situation at Powers Junction has been a troublesome and dangerous one for years. We are now in the process of reconstructing the Coos Bay-Roseburg Highway through the Powers Junction area and it would not be in the public interest were we to improve the highway without correcting this situation. Unfortunately, the river and the terrain restrict the possible routing through Powers Junction. We have not been able to work out a solution that would not involve the Hoffman property.

We are now in the process of appraising the necessary rights of way on the Myrtle Point-Powers Junction Section of Highway 42. I trust we can work out an amiable and equitable solution with Mr. and Mrs. Hoffman, to whom I have expressed my regret at this distressing but unavoidable situation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMA:jk ae

cc to: Honorable Mark O. Hatfield
Mr. W. C. Williams
Mr. Tom Edwards

ROUGH DRAFT

Salem, Oregon
May 17, 1960

MR. AND MRS. EDWARD FRAZIER HOFFMAN PROPERTY
SUMMARY OF PREVIOUS CORRESPONDENCE

February 12, 1960	Letter from Mr. Hoffman to Highway Department protesting taking of land and citing tenure, age, etc. This letter was referred to Morgan by Edwards. Morgan referred to Martin and Gunter who called on the Hoffmans and Judge Harrison.
February 23, 1960	Letter from Judge Harrison reiterating problem of Hoffman property.
February 24, 1960	Letter from Martin to Morgan citing result of above call on the Hoffmans and stating that no other line appeared feasible and suggested that ROW representative negotiate a satisfactory solution.
February 25, 1960	Letter from Morgan to Edwards giving gist of Martin and Gunter's visit to the Hoffmans and stating that the matter appeared to be accepted by the Hoffmans. Also stated that Judge Harrison appeared to be convinced of necessity of routing through property.
March 1, 1960	Letter from W. C. Williams to Hoffman answering their protest of February 12. Expressed regret but considered location necessary in the public interest.
March 1, 1960	Letter from W. C. Williams to Judge Harrison in answer to letter of February 23. Cited dangerous junction and that improvement of highway without correcting intersection would not be in public interest. Map of area with line and property takings was attached.

1859

MARK O. HATFIELD
GOVERNOR

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

May 10, 1960

REFERRED TO Edwards
By State Highway Engineer

Mrs. Glenn Gulstrom
P. O. Box 88
Broadbent, Oregon

Dear Mrs. Gulstrom:

Reference is made to your letter of May 6th regarding the relocation of Highway 42 at the junction of Powers Junction and Highway 42.

Surveys for the relocation of highways are made by the Highway Department under the direction of the State Highway Engineer and many factors are taken into consideration before a final determination is made. For this reason, I am taking the liberty of forwarding your letter to Mr. W. C. Williams, State Highway Engineer, and am asking that he contact you direct regarding the property owned by Mr. and Mrs. Frazier Hoffman. Because of my interest in this, I am asking that Mr. Williams furnish me with a copy of his communication to you so that I may have all of the information regarding this case.

Thank you for writing and for giving me the opportunity to be of service to you.

Sincerely yours,

Governor

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

MOH S

cc Mr. W. C. Williams

RECEIVED
MAY 11 1960
[illegible]
STATE HIGHWAY [illegible]

COPY

B[illegible]bent, Oregon
May 6, 1960

Dear Sir:

I am writing this letter in regards to two dear people of this area who are loving everything they own and everthing that they have in this world all for the benefit of Highway 42. I am very much in favor ov improving Highway 42 definately, but not at the expense of two human beings. If you could get to know these two people I'm sure that you would understand them and their situation.

Last year we and all of Oregon honored them as "CENTURY FARMERS" and we went all out to honor them. Now, not even a year later we are to take their home, their land and everything that they have to live for, from them, just so that a better corner can be made on Highway 42.

To the people of the city and the engineers it will probably mean nothing to condemn a piece of ground and force them to move. But when you have worked the ground like they both have for this many years, it is something to think about, don't you? They have no children, not because they didn't want any. All they have is each other, their home, their cow, which they still milk, their land, and their health (up till now). They raise flowers which is always to the pleasure of others. The flowers are seen nearly always in the hospitals or in the rooms of sick people in the community. If you ever go there to visit with them you always leave with an armload of flowers or garden vegetables. ~~Whmmet~~ Where is the "FREEDOM TO OWN LAND"? That is a question that the people in our Legislature had better be thinking about. The people are getting just about all that they can stand. There are other people in this state besides those who are up there in our State Capitol; I'm not saying that you are not doing your job. What I am saying is that you are there to represent the people and not just what you think is best for yourselves and a few others who have to pull a few strings, to get what they want. The~~y~~ majority of the people are not in that class. And it is the majority that you are too represent, is this not so?

Please put yourselves in the shoes of these two people and then say that you don't really care. You can't possibly do this and be completely honest about it. Can you? God gave us this land to love and work, so that we may come to know what a wonderful world he created for us to enjoy. If you think for a minute that when you have lived for this long in one place, that you can move and start a new life for yourself, I'd like you to try it. Please reconsider this move before it takes the lives of two "CENTURY FARMERS". I'm not trying to be dramatic about this situation as it is too serious to underestimate. In just a little while that they have known they will have to move, their health is failing very fast. You have really taken their hearts out of them. They are both in their late 70's. I also understand that there has been three surveys made which one of them was made to go behind the house and would miss these buildings and also two groups of buildings across the river, wouldn't this or something else be just as practical?

I am earnestly wanting to know what we can do to help these people keep their home and the yard that they have worked so very hard in. Is there anything that can be done? I have been told that they are to move by July 1, so there is not much time. I am pleading with you. Please reconsider. They will not be happy anywhere else, and I also understand that they have tried to find another place with no luck at all. What are they to do, go to a Rest Home? I am not a relative, or even a special friend but I do consider them as some of the dearest people that I know in our church etc. And I have seen the difference that it has made in their lives and their pattern of life. They have been very active in church, both of them being deacon or deaconess and have done it with pride that only God can give [illegible] them. They ha[illegible] been what you might almos[illegible] say "in mourning". They even look sidk; they have been sick; just as each one of us would be if someone was taking our home from us and we not being able to do anything about it. It is taking one of our big freedoms away from us. Is this DEMOCRACY?

I'm asking you to do what you can from up there to save these people and their home. If you don't think that it is a serious situation PLEASE come down and look the situation over for yourself? Even our Church Pastor is worried about it. Surely there is something that can be done, somewhere. I do hope that we may hear from you sometime real soon concerning this problem. Thank you for hearing this side of it.

Sincerely yours,

Mrs. Glenn Gulstrom
P.O.Box88
Broadbent, Oregon

Persons referred to in this letter are:
Mr. and Mrs Frazier Hoffman who live on Highway 42 at the junction of Highway 42 and the Powers junction. They ne nothing of this letter being written.

P

RECEIVED
MAR 1 1960
FOR FILING
7-29 (7)
#5174

March 1, 1960

1578

Hon. James W. Harrison
Coos County Judge
Coquille, Oregon

Dear Judge Harrison:

Reply is made to your letter of February 23 concerning the Hoffman property at Powers Junction. We have had correspondence with the Hoffmans and are very cognizant of the fact that the upsetting and removal of aged people from homes which have been in their family for many years is very disturbing, and I certainly sympathize with these people.

You will recall that this particular junction has been a troublesome thing for many years and that many serious accidents have occurred there. We feel that improvement of the Coos Bay-Roseburg Highway without correcting this situation would not be in the public interest.

We attach hereto a print showing the proposed revisions at the junction. Many different plans were studied, and it is our belief that this would be by far the most satisfactory solution.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jw me

Encl.

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan

County of Coos

February 23, 1960

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Williams:

Last week I had an interview with Mr. and Mrs. E. F. Hoffman, Box 23, Bridge Route, Myrtle Point, Oregon. They own the property and live right at the Powers Junction of Highway 42. It appears that the last survey for relocating that portion of the highway went right through their property and included their residence, garage, etc., as well as their favorite building location.

Now, I don't need to tell you that these two old-time residents were considerably broken up at the thought of having to be uprooted from a house in which they had spent all, or most of all, of their married lives. He is one of our very few Century Farmers - his farm having been operated by the same family for over 100 years. It appears that they are not too opposed to giving up a portion of their property, either behind or in front of their residence, but they do not wish to have their house disturbed. If there is anyway that this Junction can be improved by some route other than through their dwelling, I ask that in this case you do all in your power to do so and spare this Century Farm.

Speaking for myself and also for the Highway 42 Committee I wish to thank you sincerely for your efforts in our behalf to get our present allocation of funds for Highway 42.

We are very thankful.

File.
[illegible]

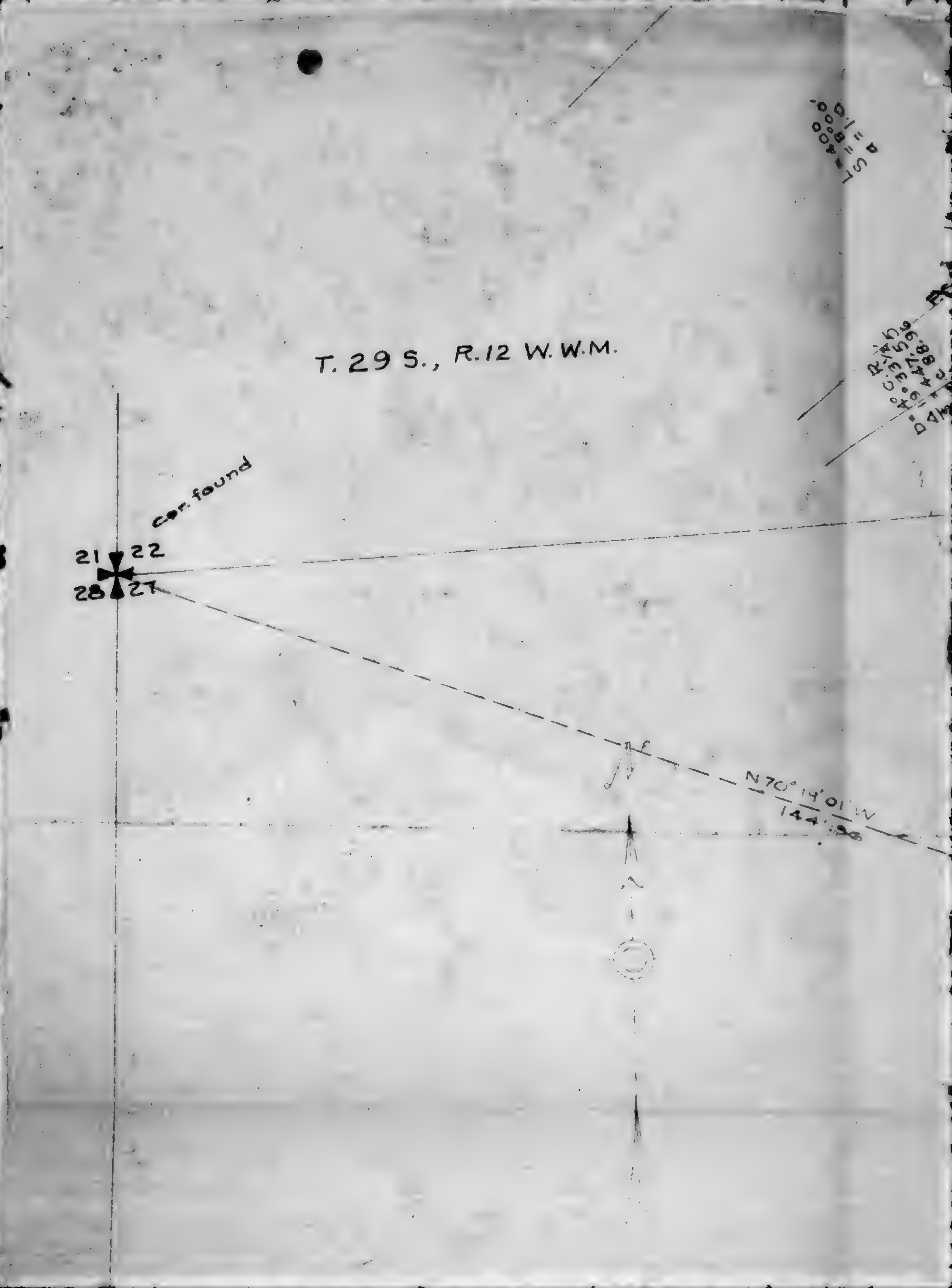
RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

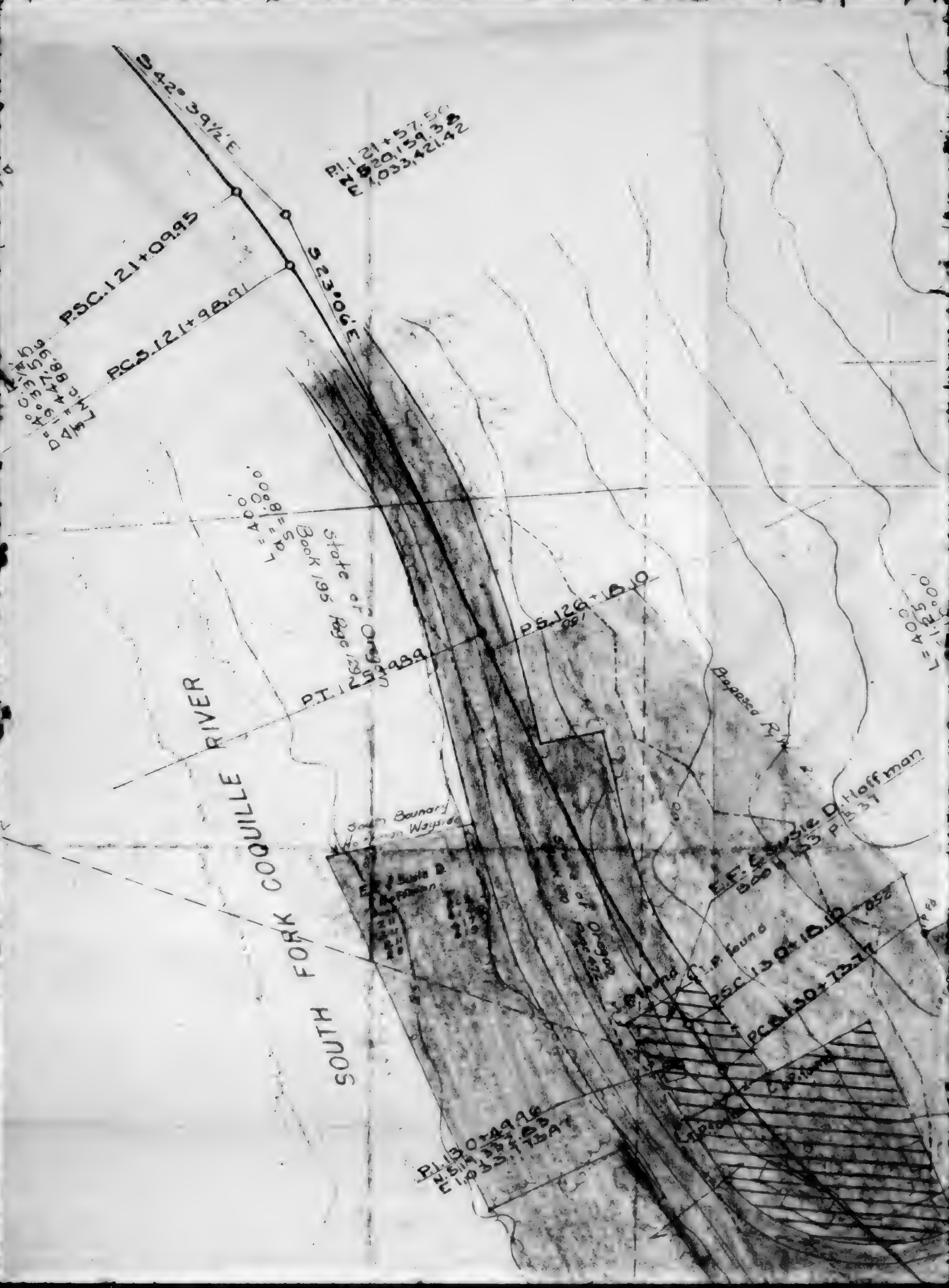
Very truly yours,
James W. Harrison
James W. Harrison
County Judge

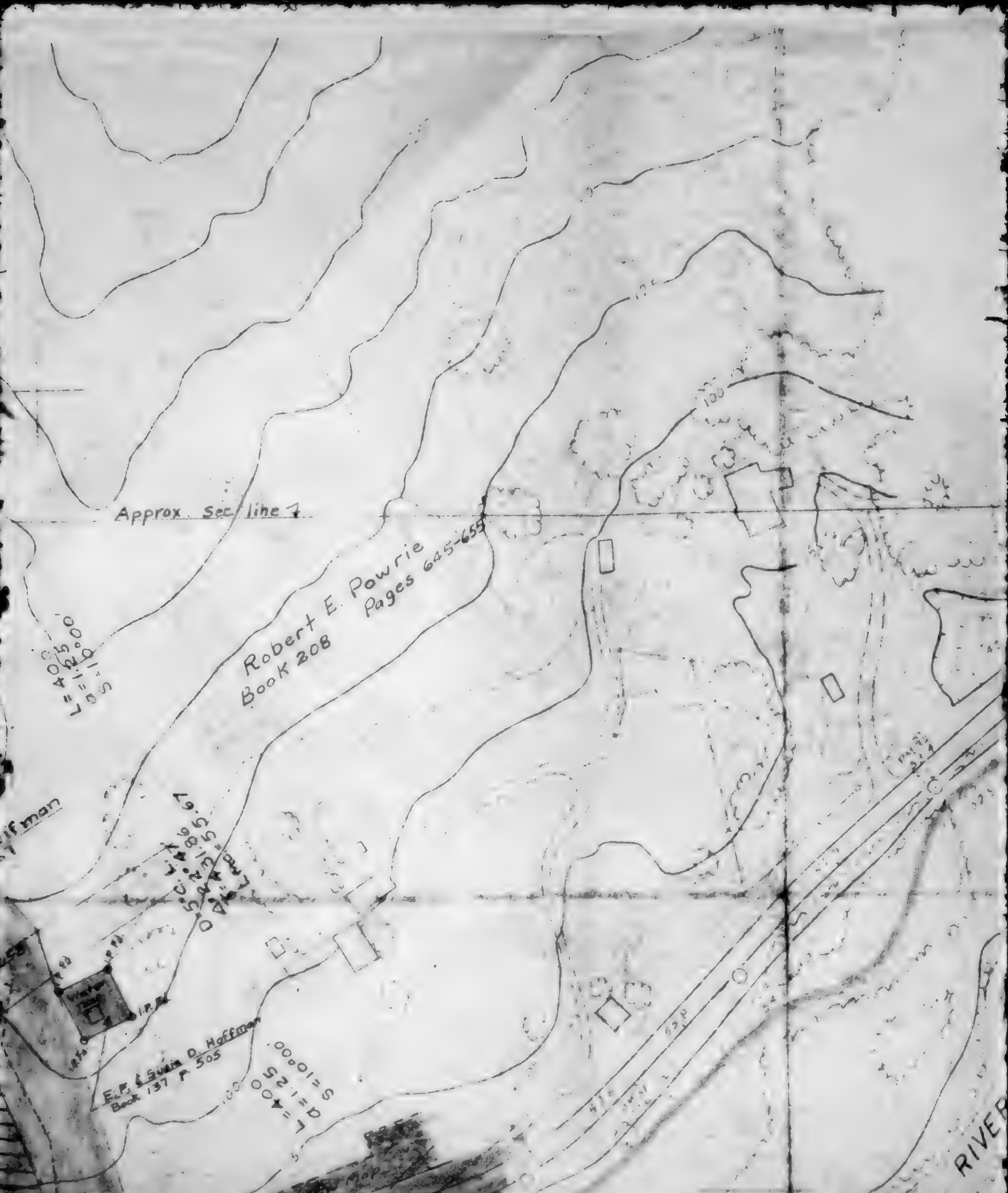
JWH:vh

cc . Mr. and Mrs. E. F. Hoffman

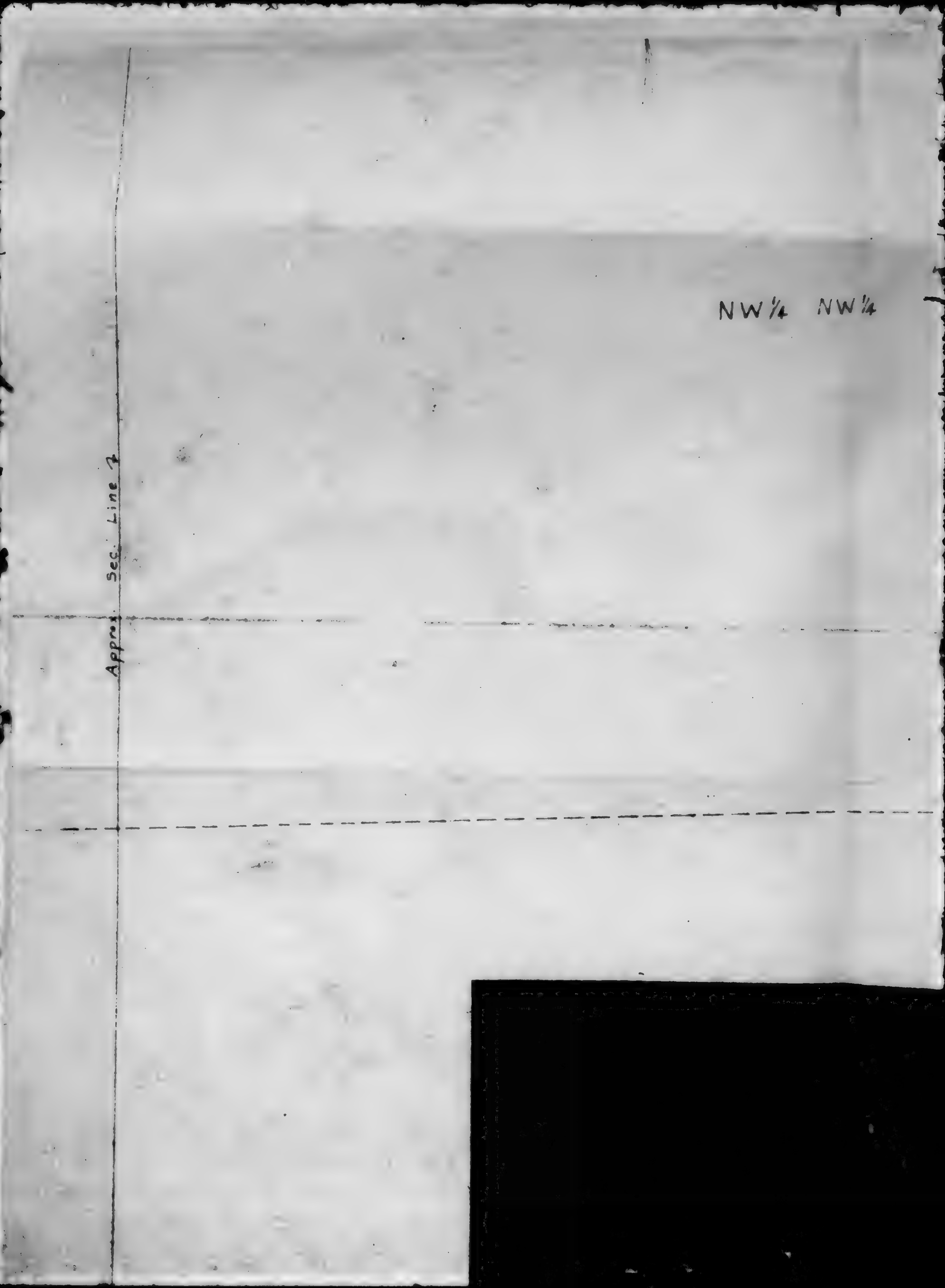
RECEIVED
FEB 24 1960
OREGON
STATE HIGHWAY COMMISSION

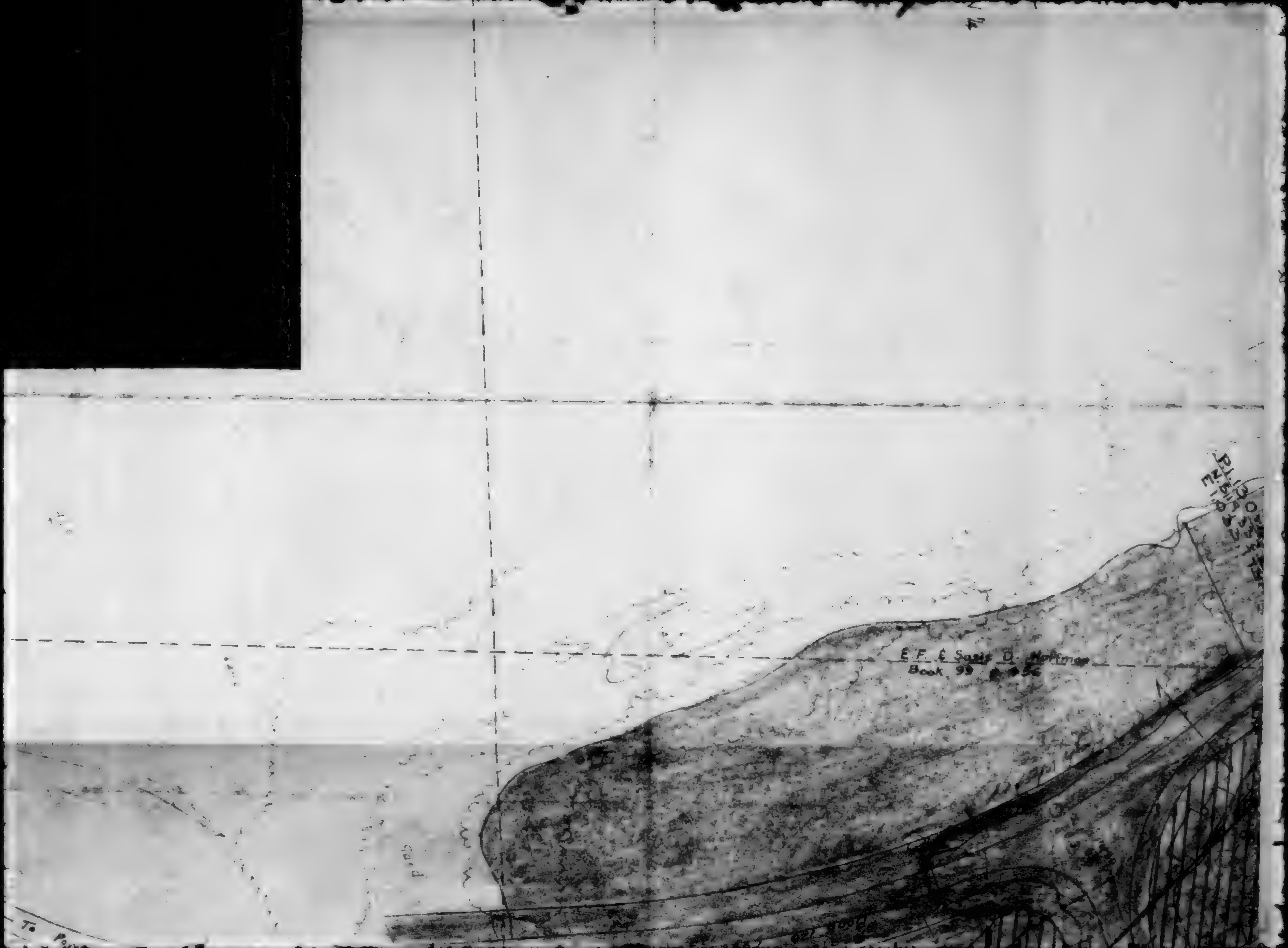

T. 29 S., R. 12 W. W.M.
cor. found
21
22
28
27
N70°14'01"W
144.96
L = 400.00'
R = 1454.96

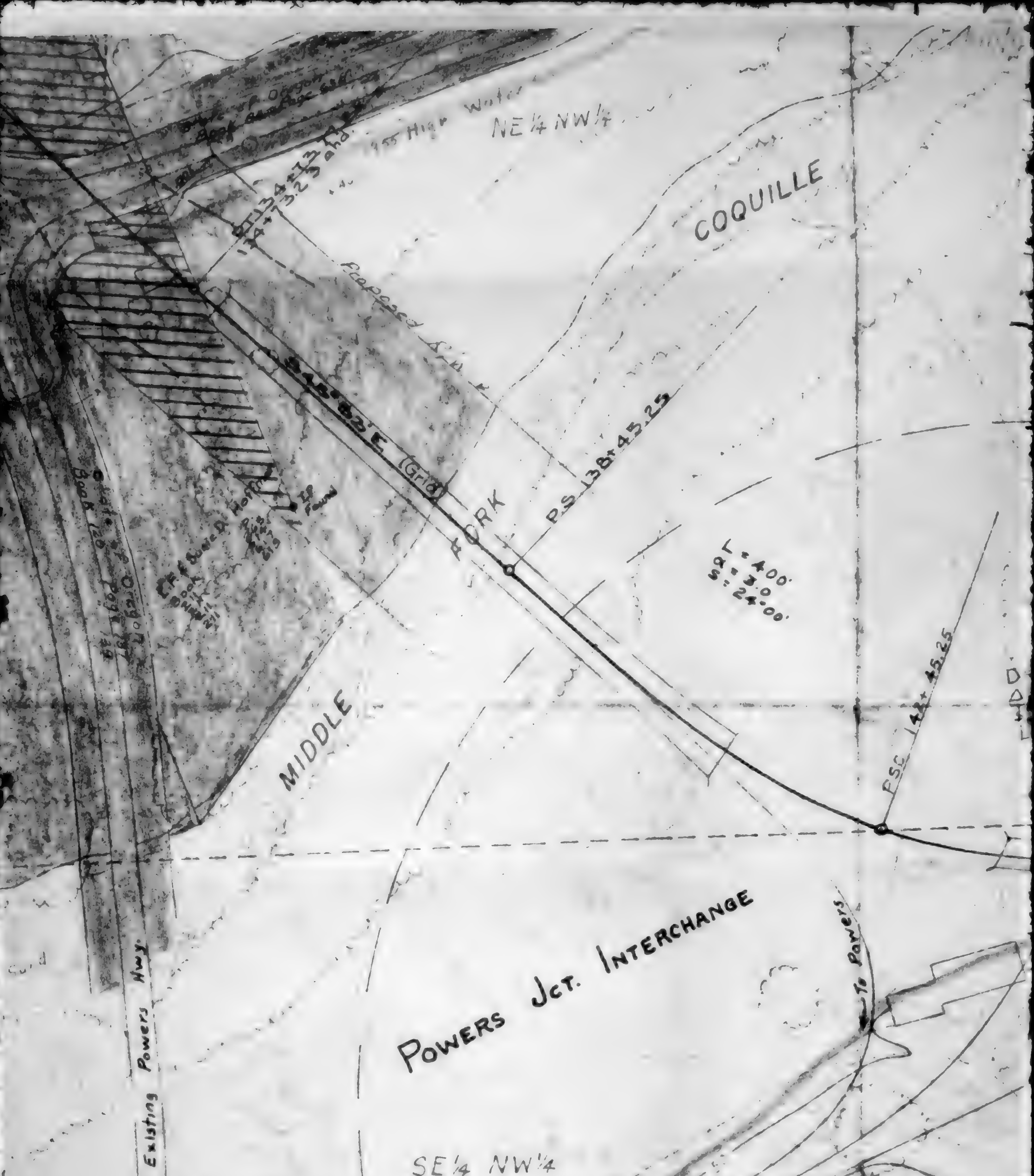

S 42° 39½' E
P.I. 121+57.50
N 520,159.38
E 1,033,421.42
P.S.C. 121+09.95
P.C.S. 121+98.91
S 23°06' E
D = 4°00'
L = 400'
State of Oregon
Book 195 Page 129
P.T. 125+98.9
P.S. 126+16.10
SOUTH FORK COQUILLE RIVER
Proposed R/W
E.F. & Susie D. Hoffman
Book 133 P. 37
South Boundary
Wayside
E.F. & Susie D. Hoffman
State of Oregon
P.S.C. 130+10.10
P.C.S. 130+73.77
C.F. Bund
P.I. 130+49.96
L = 400'

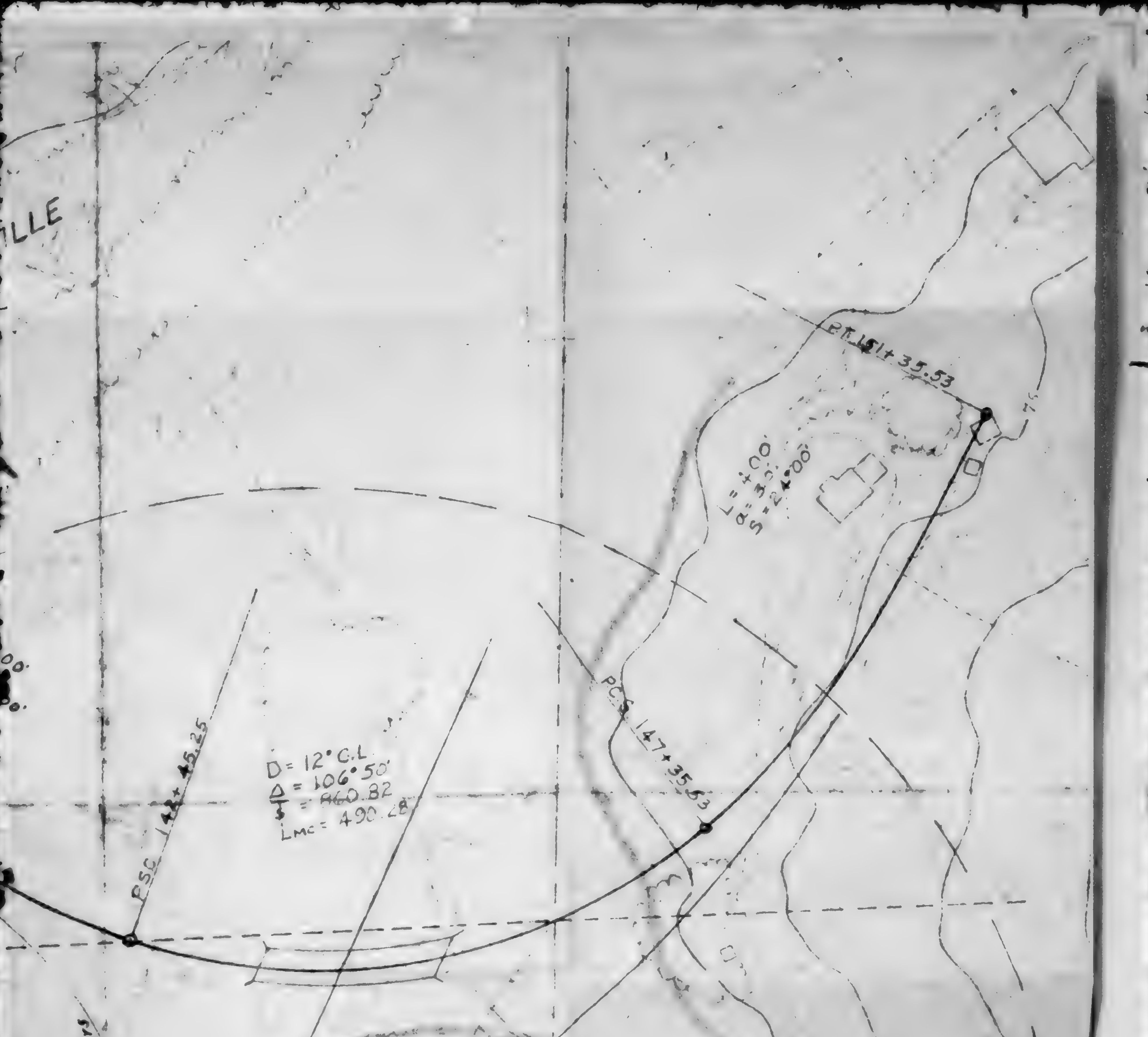

Approx. Sec. line
Robert E. Powrie
Book 208 Pages 645-655
L=405
Δ=1.24
S=1.00
ffman
55.67
100
Water Tank
I.P.
E.F. & Susie D. Hoffman
Book 137 P. 505
L=400
Δ=1.25
S=10000
Map
1955 High Water
NE¼ NW¼
RIVER
ILLE

100
25
RIVER
LLE

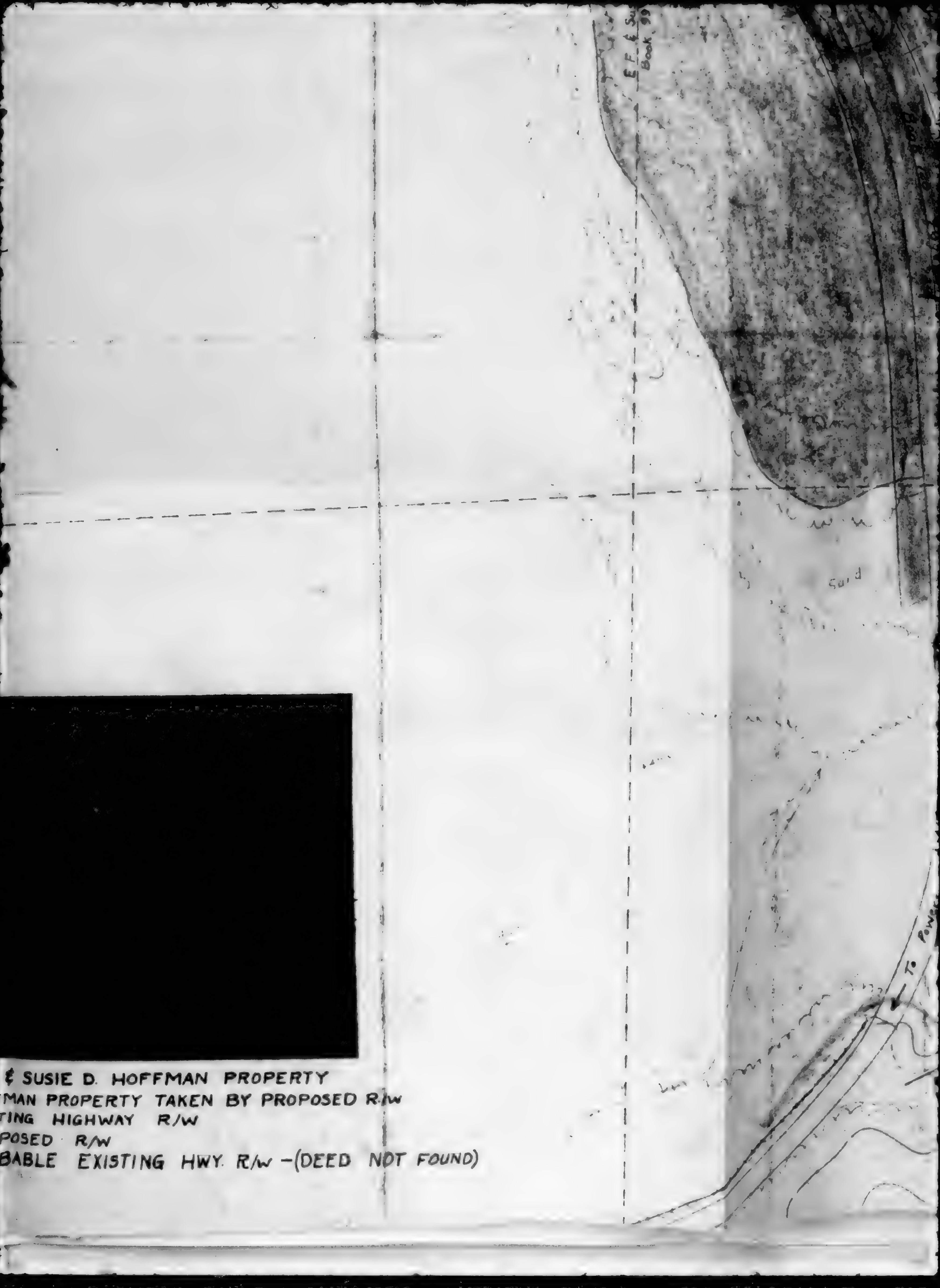

NW¼ NW¼
Approx. Sec. Line 7


P.I. 130
N. 519,33
E 1,03
E.F. & Susie D. Hoffman
Book 99 56
Sand
To Po
¼

1955 High Water
NE¼ NW¼
134+73.23
COQUILLE
Proposed R/W
S45°03'E (Grid)
P.S. 138+45.25
FORK
MIDDLE
L = 400'
S = 3.0
s = 24.00'
P.S.C. 142+45.25
Book 120 Page 19
Powers Jct. Interchange
To Powers
SE¼ NW¼
Existing Powers Hwy.
To Powers
Grid

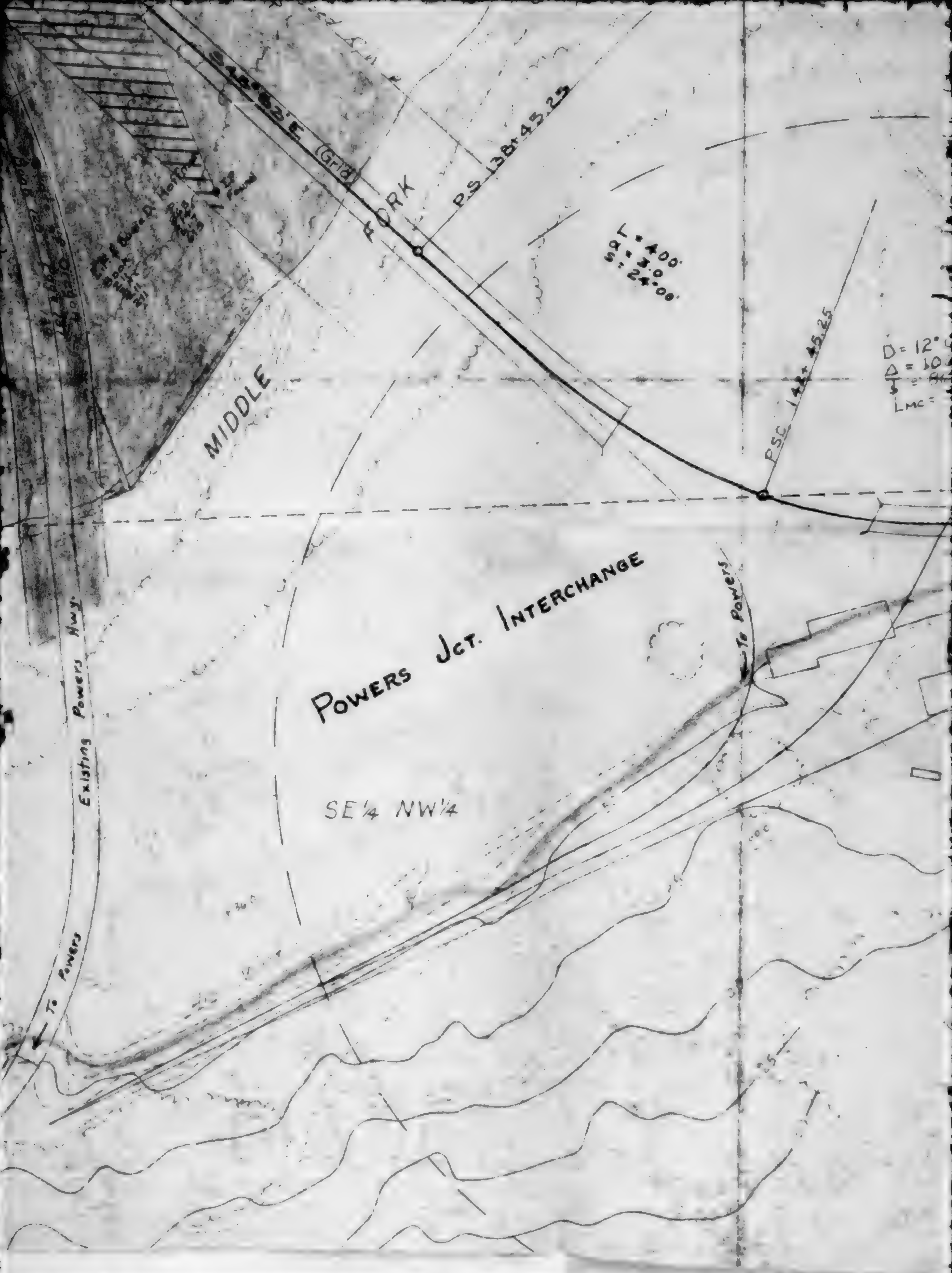

LLE
00.
00.
PT 151+35.53
L = 400'
a = 3.5'
S = 24°00'
PCS 147+35.53
D = 12° C.L
Δ = 106°50'
T = 860.82
Lmc = 490.28
PSC 144+45.25
To Powers
80
75
147+06.07
518,114.00
034,969.10

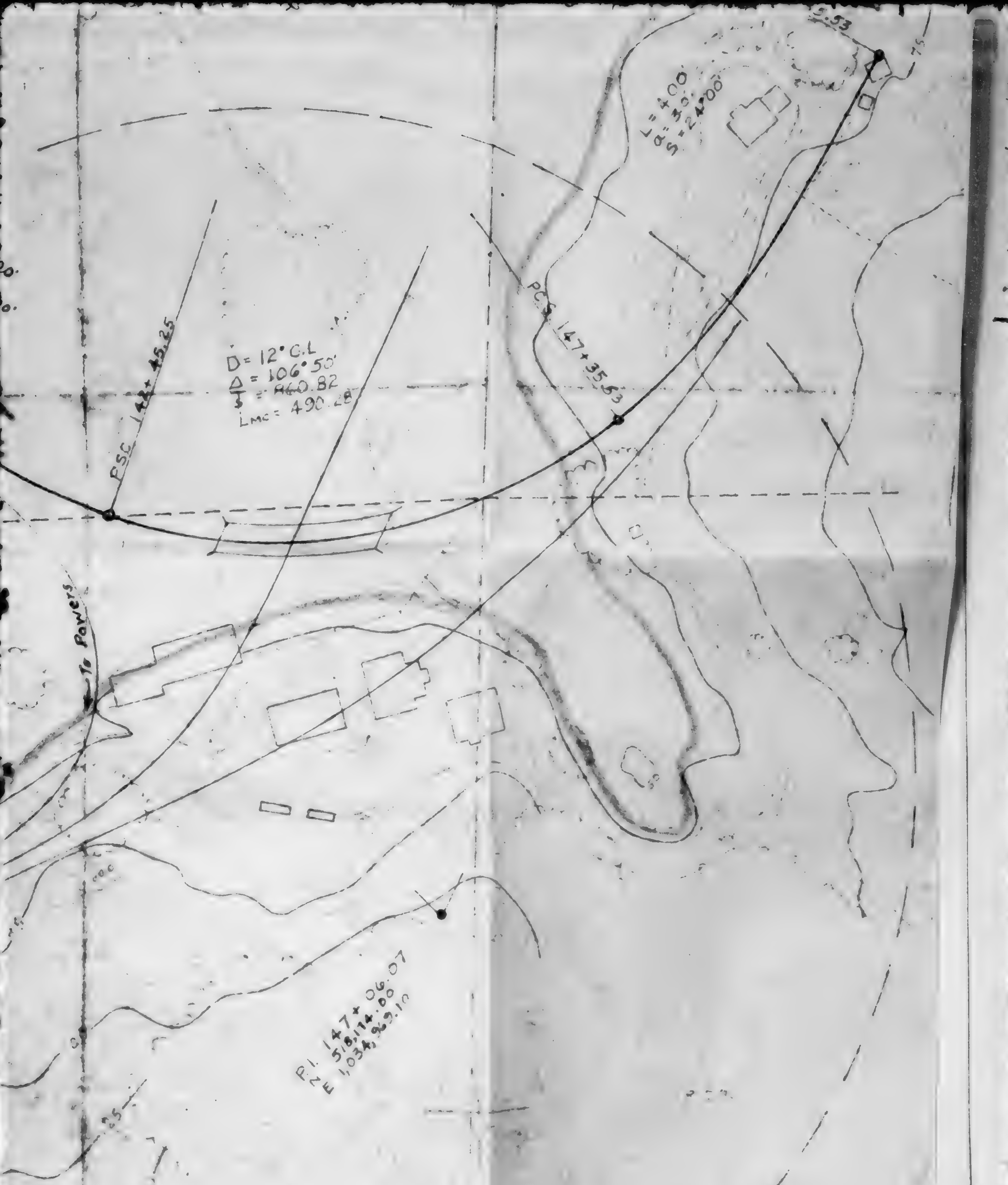
NW 1/4 NW 1/4
Approx. Sec. Line 7
E. F. & SUSIE
HOFFMAN PRO
EXISTING HIG
PROPOSED R
PROBABLE



E.F. & Su
Book 99
Sand
To Powe

& SUSIE D. HOFFMAN PROPERTY
FMAN PROPERTY TAKEN BY PROPOSED R/W
TING HIGHWAY R/W
POSED R/W
BABLE EXISTING HWY. R/W -(DEED NOT FOUND)


S 45°52'E (Grid)
P.S. 138+45.25
FORK
MIDDLE
L = 400'
SΩ = 3.0
S = 24°00'
FSC 142+45.25
D = 12°
Δ = 10
Lmc =
POWERS JCT. INTERCHANGE
To Powers
SE¼ NW¼
Existing Powers Hwy.
To Powers


5.53
L=400'
a=3°
S=24°00'
PCS 147+35.63
D=12° C.L
Δ=106°50'
T=R60.82
LMC=490.28
PSC 148+45.25
To Powers
P.I. 147+06.07
N 518,114.00
E 1,034,969.10
75

RECEIVED
MAR 1 1960

FOR FILING

7-29(1)

#5774

March 1, 1960

1559

Mr. and Mrs. Edward F. Hoffman
Bridge Route, Box 23
Myrtle Point, Oregon

Dear Mr. and Mrs. Hoffman:

In response to your letter of February 12 concerning the difficulties in connection with acquiring right of way for the Coos Bay-Roseburg Highway reconstruction, we have been advised that our Locating Engineer, Mr. E. A. Martin, called on you.

The reconstruction of the Coos Bay-Powers and Coos Bay-Roseburg highway is a project for which there is a great public need. The present intersection has been unsafe for many years and has been the scene of many serious accidents. We fully realize the feeling of regret which you must experience in having to look forward to moving from the place where you have spent your life. We do hope that you will realize some satisfaction, however, in making a contribution to the future safety of the traveling public. We wish to assure you that you will be justly compensated for your property, and it is my fervent hope that you can reestablish yourselves at some other satisfactory location.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jw me

cc Judge James W. Harrison
Coquille, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Feb. 25, 1960

SUBJECT: Assign. 1027-E
Mr. & Mrs. Edward F. Hoffman
Powers Junction, Oregon

To: Tom Edwards
Construction Engineer
Salem, Oregon

In reply to your assignment as stated above dated February 16, 1960, please be advised that I have been unable to contact Mr. and Mrs. Edward F. Hoffman, Bridge Route Box 23, Myrtle Point, regarding the possible taking of their property. Being unable to be in this area this week, I had Mr. B. A. Martim, Locating Engineer at Coquille, contact these people. Attached hereto is a copy of Mr. Martin's report. I believe the matter has been handled satisfactorily as far as we have gone in our attempt to pacify Mr. and Mrs. Hoffman.

Mr. Martin's report states that Mr. James W. Harrison, Coos County Judge, has been drawn into the problem and that he has, prior to contact by Mr. B. A. Martin, written a letter to the State Highway Department in Salem. You are probably in receipt ofthis letter or will be in receipt of same in the very near future. I do not know the content of Mr. Harrison's letter but Mr. Martin indicates that he was trying to assist the Hoffmans in their attempt to retain this property.

Mr. Martin and Mr. John Gunter, in their discussion of the matter with Mr. Harrison and showing him the location of our proposed Coos Bay-Roseburg reconstruction center line, were of the opinion that they had convinced Mr. Harrison that this was the only feasible location for reconstruction.

I plan to be in the Coquille area sometime next week at which time it may be possible for me to contact Mr. & Mrs. Hoffman. If anything further develops regarding this matter, I will keep you advised.

F. D. Morgan
Division Engineer

dls
encl.

CONSTRUCTION DIVISION
RECEIVED
FEB 26 1960
NOTED-- ☒ ☐ ☐ ☐ ☐
S CE AJE ACE OCE

FORM 630—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
February 24,1960

SUBJECT: Powers Junction-Camas Valley
Powers Junction-Sugarloaf Unit
Coos Bay-Roseburg Hwy.
Coos County Oregon
Mr.&Mrs. E.F. Hoffman

To: F.D. Morgan
Div. Engr.
Oregon State Hwy. Dept.
Roseburg, Oregon

In reference to your telephone message regarding the property of Mr. and Mrs. E.F. Hoffman at the Powers Junction. This is to advise that Mr. John L. Gunter and I went to see Mr. & Mrs Hoffman in regard to the right of way and they both are very much up set about having to move, and reestablish themselves at their age. Mr. Hoffman is 74 years old and Mrs Hoffman is 72 years old. There doesn't appear to be any other way other than acquiring their entire property at the Powers Junction, due to the fact that if we take the house there is no other place to build on the balance of the property is subjected to flood's. After talking with the Hoffmans, we talked with the Coos County Judge, Mr. James W. Harrison and he had written a letter in regard to this property, being one of the Century Farms in Coos County. After explaining to Mr. Harrison the reason of locating the line as is located, he felt that there was no other way out except taking the property.

Mr. Gunter and I both want to suggest that the line not be changed but go ahead and acquire this property. If someone from the Right of Way Dept. could contact Mr. & Mrs. Hoffman and work out some kind of a definite solution with them, this would relieve their minds, and make it possible to negoiate a satisfactory deal at a later date when the right of way is needed.

B.A. Martin
B.A. Martin

Res. Engr.

RECEIVED
FORM E-50X 50M 7-59 [illegible]
[illegible] 1960
FOR FILING
Const
[illegible]
Coos Bay-Roseburg

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1960

SUBJECT: Assignment No. 1027-E

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

We attach hereto a letter from Mr. and Mrs. Edward F. Hoffman, Bridge Route, Box 23, Myrtle Point having to do with reconstruction of Highway 42.

It is my presumption that this is the house immediately adjacent to the Powers Junction on the bank northeasterly of the junction proper. Please contact these people, explain to them as best you can the proposed location and the need thereof, and also send us information as necessary to answer the letter.

This appears to be a matter which will require quite delicate handling and I wish you would use your best judgment to see that these people are not unduly disturbed.

Tom Edwards
Construction Engineer

TE:jw

Attach.

cc Forrest Cooper ✓

RECEIVED
[illegible] 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Bell

Myrtle Point, Oreg
Feb. 12, 1960

State Highway Dept
Salem. Oreg.

Gentleman.

We live at the Powers junction on hi-way 42.

If the new Hi-way is built on the last survey it will take all our buildings, garage, wood house, smoke house home, barn and hen-house, in fact the whole road is taken off our 6½ acres. we have no other building place on our property, and would be forced to leave our home, we have lived on this one spot for 42 years, and have worked so hard to build our home, We are 74 and 72 years old, and are not able to earn a salary.

This property has been in the family since 1854. I am a Century Farmer. We keep a cow. and chickens and raise a small garden, and try to exist on less than a hundred dollars a month Social Security to save the tax payer from having to keep us. There are acres of land around that you could choose instead of ~~our~~ our home

There is nothing wrong with this

curve only that the people can not speed around it at 60 or 65 mile an hour and it infuriates them, hi-way 42 is a blessing for it gives people a chance to enjoy God's creation

Will you please send a representative before you make the final decision we are usually at home except Fri. afternoons.

When I was young I worked on the road breaking rock with a sledge hammer for $2.00 per day, and my wife worked at a stage station for $4.00 per week to save money to buy and build our home, and cleared the land by hand. So please try to visualize what it means to us.

We thank you, and may God bless you.

Mr. & Mrs. Edward F. Hoffman

Bridge Rte, Box 23.

RECEIVED
FEB 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 15 1960
OREGON
STATE HIGHWAY COMMISSION

FAP F-81(4) North Unit, Lyle Gap- 1960
Madras Sec., The Dalles-
#5785 California Hwy.

5785

RECEIVED
APR 25 1962

FOR FILING

Monthly transaction number 4-75	R-2A U.S. DEPARTMENT OF COMMERC (5 31-57) BUREAU OF PUBLIC ROADS	tate **Oregon**
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 4-5-62	County **Jefferson**
Project report number		Project number **F-81(4)**

5785 The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **September 21**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project	$ **847,895.00**
Revised Federal funds	$ **537,169.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **5** day of **April**, 19**62**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXy **C. G. Polk**
Division Engineer

By: WBacklund
L. R. Backlund
Acting Administrative Manager

477 Cottage Street, N.E.
Salem, Oregon

March 28, 1962

REFERRED
TO Young
FOR
R. L. PORTER

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By:

C. G. Polk, Division Engineer
Salem, Oregon

T. Dec
Acting Division Engineer

08-35.5

Proposed modification of Federal-aid project agreement

Attached are two copies of a proposed modification of a Federal-aid project agreement for the following project:

F-81(4) North Unit, Lyle Gap-Madras Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachments

REFERRED 3/29/62
TO Nash
FOR

ACTION TAKEN

L. H. YOUNG

March 30, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the North Unit, Lyle Gap-Madras Section, Project No. F-81(4).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

Contract 5785 9-21-60

RECEIVED FOR FILES

Monthly Transaction No. 9-73 0	Form -2 (9-) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
		County **Jefferson**
Project Report No. F-91 (4) 5	FEDERAL-AID PROJECT AGREEMENT	Project No. **F-81(4)**

5725 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 97, N. Unit, Lyle Gap to Madras
(From approx. 11 miles N. to 215 miles N. of Madras)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7-6-60	8.6
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **870,537**	Federal funds $ **531,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(title)

By ____________________

____
(title)

By ____________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by
Division Engineer **September 21, 1960**

USComm-DC 40257

September 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the North Unit, Lyle Gap-Madras Section, Project No. F-81(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RHC:jb

September 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Unit, Lyle Gap-Madras Section, Project No. F-81(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Federal Aid
Project No. F-81(4)

Oregon State Highway Department

NORTH UNIT, LYLE GAP-MADRAS SECTION OF
THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 7, 1960

Type Code 5231
Roadway (Sta. 727+57.10 to Sta. 1184+62.90)(Contract No. 5785)

Clearing and Grubbing	All	Required	$	$ 10,000.00
Drainage Excavation, Unclassified	2,060	cu.yds.	2.00	4,120.00
General Excavation, Unclassified	755,900	cu.yds.	0.38	287,242.00
Short Overhaul	1,866,000	yd.sta.	0.005	9,330.00
Long Overhaul	31,300	C-yd.sta.	0.30	9,390.00
Finishing Roadbed and Slopes	8.66	mile	500.00	4,330.00
Rounding Cutbanks	20,700	lin.ft.	0.12	2,484.00
18-inch Corrugated Metal Pipe	1,500	lin.ft.	4.70	7,050.00
30-inch Corrugated Metal Pipe	110	lin.ft.	8.90	979.00
48-inch Corrugated Metal Pipe	130	lin.ft.	19.00	2,470.00
54-inch Corrugated Metal Pipe	130	lin.ft.	23.50	3,055.00
60-inch Corrugated Metal Pipe, 8 Gage	190	lin.ft.	38.50	7,315.00
78-inch Corrugated Metal Pipe	90	lin.ft.	46.00	4,140.00
12-inch Concrete Pipe	330	lin.ft.	2.50	825.00
18-inch Concrete Pipe	1,850	lin.ft.	4.95	9,157.50
24-inch Concrete Pipe	330	lin.ft.	6.85	2,260.50
24-inch Extra Strength Concrete Pipe	520	lin.ft.	8.20	4,264.00
22-inch Arch Type Corrugated Metal Pipe	80	lin.ft.	5.05	404.00
25-inch Arch Type Corrugated Metal Pipe	90	lin.ft.	5.75	517.50
18-inch Corrugated Metal Siphon Pipe	200	lin.ft.	9.90	1,980.00
Concrete End Basins	6	cu.yds.	125.00	750.00
Salvaging Culvert Pipe	50	lin.ft.	3.00	150.00
4-inch Sewer Pipe	140	lin.ft.	1.00	140.00
Class "A" Concrete	90	cu.yds.	70.00	6,300.00
Metal Reinforcement	13,000	lb.	0.15	1,950.00
Concrete Drop Structure	All	Required		2,000.00
Concrete Ditch Lining	1,500	sq.yd.	8.00	12,000.00
Salvaging and Reinstalling Guard Rail	200	lin.ft.	1.20	240.00
Metal Guard Rail	18,600	lin.ft.	2.34	43,524.00
Guide Posts, Type W-2	250	only	5.75	1,437.50
10' Cattle Guards	2	only	1,000.00	2,000.00
20' Cattle Guards	4	only	1,650.00	6,600.00
Coarse Crushed Material in Base	181,800	ton	1.10	199,980.00
3/4" - 0 Material in Base	16,900	ton	1.25	21,125.00

Sprinkling	10,900 M-gal.	$2.00	$ 21,800.00
Preparation of Base	8.66 mile	150.00	1,299.00
3/4" - 0 Material in Binder Course	1,650 cu.yds.	2.95	4,867.50
Furnishing and Placing Aggregates	10,140 cu.yds.	3.15	31,941.00
Red Cinder Aggregates	570 cu.yds.	6.00	3,420.00
RC-3 Asphalt	260 tons	43.00	11,180.00
120-150 Asphalt	800 tons	40.00	32,000.00
RS-1 Asphalt	230 tons	42.00	9,660.00
Extra for Oiling Approaches	36 only	25.00	900.00
			$786,577.50
Work by Central Electric Coop.	All Required		980.00
Flagging (57½% of Contractor's Cost)	All Required		200.00
Signing	All Required		400.00
Pave Cattle Pass	All Required		50.00
Salvage and Reinstall Headgates	All Required		200.00
Seeding and Mulching	All Required		2,340.00
Work by Pacific Tel. & Tel. Co.	All Required		650.00
	Subtotal		$791,397.50
	10% Engr. & Cont.		79,139.50
	Total		$870,537.00

Length of Roadway - - - - - - - - 8.656 Miles
Cost of Roadway Per Mile- - - - $100,570.35

Federal Funds -	$531,000.00
State Funds -	339,537.00
	$870,537.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

N. UNIT, LYLE GAP-MADRAS SECTION

PROJECT NO. F-81(4)

Estimated costs of work by Pacific Telephone and Telegraph Co.

Labor		$370.00
Materials		130.00
Equipment		70.00
Contingencies		80.00
		$650.00
	USE	$650.00

Estimated cost of work by Central Electric Coop.

Material		$460.00
Labor		555.00
Salvage Credit		29.50 Cr.
		$985.50
	USE	$980.00

Oregon State Highway Department

Federal Aid
Project No. F-81(4)

NORTH UNIT, LYLE GAP-MADRAS SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 20, 1960

Type Code 5231
Roadway (Sta. 727+57.10 to Sta. 1184+62.90)

Clearing and Grubbing	All	Required		$ 7,500.00
Drainage Excavation, Unclassified	2,060	cu. yds.	$ 3.00	6,180.00
General Excavation, Unclassified	755,900	cu. yds.	0.46	347,714.00
Short Overhaul	1,866,000	yd. sta.	0.01	18,660.00
Long Overhaul	31,300	"C"-yd. sta.	0.35	10,955.00
Finishing Roadbed and Slopes	8.66	mile	1,000.00	8,660.00
Rounding Cutbanks	20,700	lin. ft.	0.15	3,105.00
18-inch Corrugated Metal Pipe	1,500	lin. ft.	5.00	7,500.00
30-inch Corrugated Metal Pipe	110	lin. ft.	10.00	1,100.00
48-inch Corrugated Metal Pipe	130	lin. ft.	25.00	3,250.00
54-inch Corrugated Metal Pipe	130	lin. ft.	27.50	3,575.00
60-inch Corrugated Metal Pipe, 8 Gage	190	lin. ft.	39.00	7,410.00
78-inch Corrugated Metal Pipe	90	lin. ft.	46.00	4,140.00
12-inch Concrete Pipe	330	lin. ft.	2.50	825.00
18-inch Concrete Pipe	1,850	lin. ft.	4.50	8,325.00
24-inch Concrete Pipe	330	lin. ft.	6.00	1,980.00
24-inch Extra Strength Concrete Pipe	520	lin. ft.	7.00	3,640.00
22-inch Arch Type Corrugated Metal Pipe	80	lin. ft.	5.50	440.00
25-inch Arch Type Corrugated Metal Pipe	90	lin. ft.	7.50	675.00
18-inch Corrugated Metal Siphon Pipe	200	lin. ft.	7.00	1,400.00
Concrete End Basins	6	cu. yds.	75.00	450.00
Salvaging Culvert Pipe	50	lin. ft.	3.00	150.00
4-inch Sewer Pipe	140	lin. ft.	1.25	175.00
Class "A" Concrete	90	cu. yds.	55.00	4,950.00
Metal Reinforcement	13,000	lbs.	0.14	1,820.00
Concrete Drop Structure	All	Required		650.00
Concrete Ditch Lining	1,500	sq. yds.	6.50	9,750.00
Salvaging and Reinstalling Guard Rail	200	lin. ft.	2.00	400.00
Metal Guard Rail	18,600	lin. ft.	2.50	46,500.00
Guide Posts, Type W-2	250	only	6.75	1,687.50
10' Cattle Guards	2	only	600.00	1,200.00
20' Cattle Guards	4	only	1,200.00	4,800.00
Coarse Crushed Material in Base	181,800	tons	1.25	227,250.00
3/4" - 0 Material in Base	16,900	tons	1.35	22,815.00
Sprinkling	10,900	M-gal.	3.00	32,700.00
Preparation of Base	8.66	miles	250.00	2,165.00
3/4" - 0 Material in Binder Course	1,650	cu. yds.	3.75	6,187.50
Furnishing and Placing Aggregates	10,140	cu. yds.	3.75	38,025.00
Red Cinder Aggregates	570	cu. yds.	6.00	3,420.00
RC-3 Asphalt	260	tons	44.00	11,440.00

120-150 Asphalt	800 tons	$ 42.00	$ 33,600.00
RS-1 Asphalt	230 tons	44.00	10,120.00
Extra for Oiling Approaches	36 only	25.00	900.00
			$ 908,189.00
Flagging (57½% of Contractor's Cost)	All Required		200.00
Signing	All Required		400.00
Pave Cattle Pass	All Required		50.00
Salvage and Reinstall Headgates	All Required		200.00
Seeding and Mulching	All Required		2,340.00
	Subtotal		$ 911,379.00
	10% Engr. & Cont.		91,137.00
	Total		$1,002,516.00

Length of Roadway - - - - - - - - - - - 8.656 Miles
Cost of Roadway Per Mile- - - - - - - - $115,817.46

Federal Funds - $ 611,000.00
State Funds - 391,516.00

$1,002,516.00

Federal Aid
Project No. F-81(4)

Oregon State Highway Department

NORTH UNIT, LYLE GAP-MADRAS SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 28, 1960

Type Code 5231
Roadway (Sta. 727+57.10 to Sta. 1184+62.90)

Clearing and Grubbing	All	Required		$ 7,500.00
Drainage Excavation, Unclassified	2,060	cu. yds.	$ 3.00	6,180.00
General Excavation, Unclassified	755,900	cu. yds.	0.46	347,714.00
Short Overhaul	1,866,000	yd. stas.	0.01	18,660.00
Long Overhaul	31,300	C-yd. stas.	0.35	10,955.00
Finishing Roadbed and Slopes	8.66	miles	1,000.00	8,660.00
Rounding Outbanks	20,700	lin. ft.	0.15	3,105.00
18-inch Corrugated Metal Pipe	1,500	lin. ft.	5.00	7,500.00
30-inch Corrugated Metal Pipe	110	lin. ft.	10.00	1,100.00
48-inch Corrugated Metal Pipe	130	lin. ft.	25.00	3,250.00
54-inch Corrugated Metal Pipe	130	lin. ft.	27.50	3,575.00
60-inch Corrugated Metal Pipe, 8 Gage	190	lin. ft.	39.00	7,410.00
78-inch Corrugated Metal Pipe	90	lin. ft.	46.00	4,140.00
12-inch Concrete Pipe	330	lin. ft.	2.50	825.00
18-inch Concrete Pipe	1,850	lin. ft.	4.50	8,325.00
24-inch Concrete Pipe	330	lin. ft.	6.00	1,980.00
24-inch Extra Strength Concrete Pipe	520	lin. ft.	7.00	3,640.00
22-inch Arch Type Corrugated Metal Pipe	80	lin. ft.	5.50	440.00
25-inch Arch Type Corrugated Metal Pipe	90	lin. ft.	7.50	675.00
18-inch Corrugated Metal Siphon Pipe	200	lin. ft.	7.00	1,400.00
Concrete End Basins	6	cu. yds.	75.00	450.00
Salvaging Culvert Pipe	50	lin. ft.	3.00	150.00
4-inch Sewer Pipe	140	lin. ft.	1.25	175.00
Class "A" Concrete	90	cu. yds.	55.00	4,950.00
Metal Reinforcement	13,000	lbs.	0.14	1,820.00
Concrete Drop Structure	All	Required		650.00
Concrete Ditch Lining	1,500	sq. yds.	6.50	9,750.00
Salvaging and Reinstalling Guard Rail	200	lin. ft.	2.00	400.00
Metal Guard Rail	18,600	lin. ft.	2.50	46,500.00
Guide Posts, Type W-2	250	only	6.75	1,687.50
10' Cattle Guards	2	only	600.00	1,200.00
20' Cattle Guards	4	only	1,200.00	4,800.00
Coarse Crushed Material in Base	181,800	tons	1.25	227,250.00
3/4" - 0 Material in Base	16,900	tons	1.35	22,815.00
Sprinkling	10,900	M-gals.	3.00	32,700.00
Preparation of Base	8.66	miles	250.00	2,165.00
3/4" - 0 Material in Binder Course	1,650	cu. yds.	3.75	6,187.50

Furnishing and Placing Aggregates	10,140 cu. yds.	$ 3.75	$ 38,025.00
Red Cinder Aggregates	570 cu. yds.	6.00	3,420.00
RC-3 Asphalt	260 tons	44.00	11,440.00
120-150 Asphalt	800 tons	42.00	33,600.00
RS-1 Asphalt	230 tons	44.00	10,120.00
Extra For Oiling Approaches	36 only	25.00	900.00
			$ 908,189.00
Work by Central Electric Coop.	All Required		1,500.00
Flagging (57½% of Contractor's Cost)	All Required		200.00
Signing	All Required		400.00
Pave Cattle Pass	All Required		50.00
Salvage and Reinstall Headgates	All Required		200.00
Seeding and Mulching	All Required		2,340.00
Work by Pacific Tel. & Tel. Co.	All Required		1,800.00
	Subtotal		$ 914,679.00
	10% Engr. & Cont.		91,467.00
		Total	$1,006,146.00

Length of Roadway . . . . 8.656 Miles
Cost of Roadway Per Mile. $115,817.46

Federal Funds -	$ 611,000.00
State Funds -	395,146.00
	$1,006,146.00

Federal Aid
Project No. F-81(4)

Oregon State Highway Department

NORTH UNIT, LYLE GAP-MADRAS SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 25, 1960

Type Code 5231
Roadway (Sta. 727+57.10 to Sta. 1184+62.90)

Clearing and Grubbing	All	Required	$	$ 7,500.00
Drainage Excavation, Unclassified	2,060	cu.yd.	3.00	6,180.00
General Excavation, Unclassified	755,900	cu.yd.	0.43	325,037.00
Short Overhaul	1,866,000	yd.sta.	0.01	18,660.00
Long Overhaul	31,300	C-yd.sta.	0.35	10,955.00
Finishing Roadbed and Slopes	8.66	mile	1,000.00	8,660.00
Rounding Cutbanks	20,700	lin.ft.	0.15	3,105.00
18-inch Corrugated Metal Pipe	1,500	lin.ft.	5.00	7,500.00
30-inch Corrugated Metal Pipe	110	lin.ft.	10.00	1,100.00
48-inch Corrugated Metal Pipe	130	lin.ft.	25.00	3,250.00
54-inch Corrugated Metal Pipe	130	lin.ft.	27.50	3,575.00
60-inch Corrugated Metal Pipe, 8 Gage	190	lin.ft.	39.00	7,410.00
78-inch Corrugated Metal Pipe	90	lin.ft.	46.00	4,140.00
12-inch Concrete Pipe	330	lin.ft.	2.50	825.00
18-inch Concrete Pipe	1,850	lin.ft.	4.50	8,325.00
24-inch Concrete Pipe	330	lin.ft.	6.00	1,980.00
24-inch Extra Strength Concrete Pipe	520	lin.ft.	7.00	3,640.00
22-inch Arch Type Corrugated Metal Pipe	80	lin.ft.	5.50	440.00
25-inch Arch Type Corrugated Metal Pipe	90	lin.ft.	7.50	675.00
18-inch Corrugated Metal Siphon Pipe	200	lin.ft.	7.00	1,400.00
Concrete End Basins	6	cu.yd.	75.00	450.00
Salvaging Culvert Pipe	50	lin.ft.	3.00	150.00
4-inch Sewer Pipe	140	lin.ft.	1.25	175.00
Class "A" Concrete	90	cu.yd.	55.00	4,950.00
Metal Reinforcement	13,000	lbs.	0.14	1,820.00
Concrete Drop Structure	All	Required		650.00
Concrete Ditch Lining	1,500	sq.yd.	6.50	9,750.00
Salvaging and Reinstalling Guard Rail	200	lin.ft.	2.00	400.00
Metal Guard Rail	18,600	lin.ft.	2.50	46,500.00
Guide Posts, Type W-2	250	only	6.75	1,687.50
10' Cattle Guards	2	only	600.00	1,200.00

20' Cattle Guards	4	only	$1,200.00	$ 4,800.00
Coarse Crushed Material in Base	181,800	tons	1.15	209,070.00
3/4" - 0 Material in Base	16,900	tons	1.25	21,125.00
Sprinkling	10,900	M-gal.	3.00	32,700.00
Preparation of Base	8.66	mile	250.00	2,165.00
3/4" - 0 Material in Binder Course	1,650	cu.yd.	3.25	5,362.50
Furnishing and Placing Aggregates	10,140	cu.yd.	3.25	32,955.00
Red Cinder Aggregates	570	cu.yd.	6.00	3,420.00
RC-3 Asphalt	260	tons	44.00	11,440.00
120-150 Asphalt	800	tons	42.00	33,600.00
RS-1 Asphalt	230	tons	44.00	10,120.00
Extra for Oiling Approaches	36	only	25.00	900.00
				$859,747.00
Work by Central Electric Co-op.	All Required			1,500.00
Flagging (57½% of Contractor's Cost)	All Required			200.00
Signing	All Required			400.00
Pave Cattle Pass	All Required			50.00
Salvage and Reinstall Headgates	All Required			200.00
Seeding and Mulching	All Required			2,340.00
Work by Pacific Tel. & Tel. Co.	All Required			1,800.00
	Subtotal			$866,237.00
	10% Engr. & Cont.			86,623.00
	Total			$952,860.00

Length of Roadway - - - - - - 8.656 Miles
Cost of Roadway Per Mile- - - $110,080.87

Federal Funds - $580,000.00
State Funds - 372,860.00
$952,860.00

Oregon State Highway Department

Federal Aid
Project No. F-81(4)

NORTH UNIT, LYLE GAP-MADRAS SECTION OF
THE DALLES-CALIFORNIA HIGHWAY IN
JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 27, 1960

Type Code 5231
Roadway (Sta. 727+57.10 to Sta. 1134+62.90)

Clearing and Grubbing	All	Required		$ 7,500.00
Drainage Excavation, Unclassified	2,060	cu.yds.	$3.00	6,180.00
General Excavation, Unclassified	755,900	cu.yds.	.43	325,037.00
Short Overhaul	1,866,000	yd.stas.	.01	18,660.00
Long Overhaul	31,300	C-yd.stas.	.35	10,955.00
Finishing Roadbed and Slopes	8.66	miles	1,000.00	8,660.00
Rounding Cutbanks	20,700	lin.ft.	.15	3,105.00
18" Corrugated Metal Pipe	1,500	lin.ft.	5.00	7,500.00
30" Corrugated Metal Pipe	110	lin.ft.	10.00	1,100.00
48" Corrugated Metal Pipe	130	lin.ft.	25.00	3,250.00
54" Corrugated Metal Pipe	130	lin. ft.	27.50	3,575.00
60" Corrugated Metal Pipe, 8 Gage	190	lin.ft.	39.00	7,410.00
78" Corrugated Metal Pipe	90	lin.ft.	46.00	4,140.00
12-inch Concrete Pipe	330	lin.ft.	2.50	825.00
18-inch Concrete Pipe	1,850	lin.ft.	4.50	8,325.00
24-inch Concrete Pipe	330	lin.ft.	6.00	1,980.00
24" Extra Strength Concrete Pipe	520	lin.ft.	7.00	3,640.00
22" Arch Type Corrugated Metal Pipe	80	lin.ft.	5.50	440.00
25" Arch Type Corrugated Metal Pipe	90	lin.ft.	7.50	675.00
18" Corrugated Metal Siphon Pipe	200	lin.ft.	7.00	1,400.00
Concrete End Basins	6	cu.yds.	75.00	450.00
Salvaging Culvert Pipe	50	lin.ft.	3.00	150.00
4-inch Sewer Pipe	140	lin.ft.	1.25	175.00
Class "A" Concrete	90	cu.yds.	55.00	4,950.00
Metal Reinforcement	13,000	lbs.	.14	1,820.00
Concrete Drop Structure	All	Required		650.00
Concrete Ditch Lining	1,500	sq.yds.	6.50	9,750.00
Salvaging and Reinstalling Guard Rail	200	lin.ft.	2.00	400.00
Metal Guard Rail	18,600	lin.ft.	2.50	46,500.00
Guide Posts, Type W-2	250	only	6.75	1,687.50
10' Cattle Guards	2	only	600.00	1,200.00
20' Cattle Guards	4	only	1,200.00	4,800.00
Coarse Crushed Material in Base	181,800	tons	1.35	245,430.00
3/4" - 0 Material in Base	16,900	tons	1.45	24,505.00
Sprinkling	10,900	M-gals.	3.00	32,700.00
Preparation of Base	8.66	miles	250.00	2,165.00
3/4"-0 Material in Binder Course	1,650	cu.yds.	3.25	5,362.50

Furnishing and Placing Aggregates	10,140 cu.yds.	$3.25	$ 32,955.00
Red Cinder Aggregates	570 cu.yds.	6.00	3,420.00
RC-3 Asphalt	260 tons	44.00	11,440.00
120-150 Asphalt	800 tons	42.00	33,600.00
RS-1 Asphalt	230 tons	44.00	10,120.00
Extra for Oiling Approaches	36 only	25.00	900.00
			$ 899,487.00
Work by Central Electric Co-op.	All Required		1,500.00
Flagging (57½% of Contractor's Cost)	All Required		200.00
Signing	All Required		400.00
Pave Cattle Pass	All Required		50.00
Salvage and Reinstall Headgates	All Required		200.00
Seeding and Mulching	All Required		2,340.00
Work by Pacific Tel. & Tel. Co.	All Required		1,800.00
	Subtotal		$ 905,977.00
	10% Engr. & Cont.		90,597.00
	Total		$ 996,574.00

Length of Roadway . . . . 8.656 miles
Cost of Roadway per mile $115,131.00

Federal Funds.	$ 607,000.00
State Funds	389,574.00
	$ 996,574.00

RECEIVED
JAN 2 1962

December 15, 1961

N.Unit, Lyle Gap-Madras Section
Contract No. 5785

5-145

FINAL COST ANALYSIS

Grading and Oiling
Contractor: Earl L. McNutt
Resident Engineers: R. Hawkins
R.H. Clark

The Dalles-California Highway
Jefferson County

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All	Lump	10,000.00	5,122.51	5,122.51	10,000.00
Drainage Excavation	1,748.20	Cu.Yd.	2.00	1.50	2,622.30	3,496.40
General Excavation	684,806	Cu.Yd.	0.38	0.344	235,703.76	260,226.28
Short Overhaul	1,657,055	Yd.Sta.	0.005	0.005	8,413.94	8,285.28
Long Overhaul	28,290.10	C-Yd.Sta.	0.30	0.28	8,006.79	8,487.03
Finish R.B. & Slopes	8.66	Mile	500.00	864.37	7,485.48	4,330.00
Rounding Cutbanks	24,090	Lin.Ft.	0.12	0.16	3,952.93	2,890.80
18" Corr.Metal Pipe	1,356	Lin.Ft.	4.70	4.35	5,899.97	6,373.20
48" Corr.Metal Pipe	116	Lin.Ft.	19.00	17.24	1,999.94	2,204.00
54" Corr.Metal Pipe	104	Lin.Ft.	23.50	21.53	2,238.83	2,444.00
60" Corr.Metal Pipe, 8 gu.	162	Lin.Ft.	38.50	34.60	5,604.39	6,237.00
78" Corr.Metal Pipe	84	Lin.Ft.	46.00	41.67	3,500.20	3,864.00
12" Concrete Pipe	936	Lin.Ft.	2.50	2.28	2,130.37	2,340.00
18" Concrete Pipe	1,936	Lin.Ft.	4.95	4.64	8,976.37	9,583.20
24" Concrete Pipe	436	Lin.Ft.	6.85	6.52	2,844.32	2,986.60
24" Concrete Pipe, Ex.St.	500	Lin.Ft.	8.20	8.87	3,934.83	4,100.00
22" Arch Corr.Metal Pipe	70	Lin.Ft.	5.05	4.67	326.80	353.50
Concrete End Basins	8.28	Cu.Yd.	125.00	125.00	1,035.00	1,035.00
Salvage Culvert Pipe	48	Lin.Ft.	3.00	2.08	99.65	144.00
4" Sewer Pipe	416	Lin.Ft.	1.00	0.90	375.53	416.00
Class "A" Concrete	96.46	Cu.Yd.	70.00	70.00	6,752.20	6,752.20
Metal Reinforcement	14,673	Lbs.	0.15	0.15	2,200.95	2,200.95

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Contrete Ditch Lining	1,554.36	Sq.Yd.	8.00	8.00	12,434.88	12,434.88
Metal Guard Rail	16,652.50	Lin. Ft.	2.34	2.34	38,966.85	38,966.85
W-2 Guide Posts	323	Each	5.75	5.75	1,857.25	1,857.25
10' Cattle Guards	3	Each	1,000.00	1,000.00	3,000.00	3,000.00
20' Cattle Guards	3	Each	1,650.00	1,650.00	4,950.00	4,950.00
Coarse Mat'l in Base	187,271.83	Ton	1.10	1.10	205,999.01	205,999.01
3/4"-0 Mat'l in Base	17,531.30	Ton	1.25	1.25	21,914.13	21,914.13
Sprinkling	11,088.60	M-Gal.	2.00	1.89	20,957.45	22,177.20
Preparation of Base	8.66	Mile	150.00	150.00	1,299.00	1,299.00
3/4"-0 in Binder	1,560	Cu.Yd.	2.95	2.95	4,602.00	4,602.00
Furnish & Place Aggregate	10,287	Cu.Yd.	3.15	3.15	32,404.05	32,404.05
Red Cinder Aggregate	505	Cu.Yd.	6.00	6.00	3,030.00	3,030.00
RC-3 Asphalt	386.03	Ton	43.00	43.63	16,842.49	16,599.29
120-150 Asphalt	892.69	Ton	40.00	40.82	36,438.61	35,707.60
RS-1 Asphalt	145.77	Ton	42.00	42.78	6,236.04	6,122.34
Extra Oiling for Approaches	66	Each	25.00	25.00	1,650.00	1,650.00
PA#1 30" C.M.P. Siphon	160	Lin. Ft.	15.50	13.79	2,206.72	2,480.00
PA#2 4" Drain Pipe	56	Lin. Ft.	0.90	0.72	40.56	50.40
PA#3	All	Lump	325.00	311.96	311.96	325.00
PA#4	All	Lump	510.00	487.93	487.93	510.00
PA#5 Type 1 R/W Fence	889	Rod	6.00	5.26	4,673.65	5,334.00
PA#5 16' Gates	5	Each	100.00	87.62	438.10	500.00
PA#6 Cement Adj.	5.97	Bbls.	4.78			28.54
EW1 Flagging					579.51	416.17

Item	Quantity	Unit	Unit Bid	Unit Cost	Total,Cost	Gross Revenue
EW2 Water Line					741.23	741.02
					741,288.89	771,848.17

Gross Revenue	$ 771,848.17
Total Cost	741,288.89
Net Profit	$ 30,559.28

Net Profit equals 3.96% of Gross Revenue

DETAIL OF COST - Contract No. 5785

Labor:		
Labor (All)	$ 79, 308. 02	
Labor Insurance	6, 617. 46	
Welfare and Pension	4, 361. 94	$ 90, 287. 42
Materials:		
RC-3 Asphalt	10, 268. 79	
120-150 Asphalt	21, 459. 36	
RS-1 Asphalt	3, 760. 87	
Freight on Asphalt	10, 798. 06	
Culvert Pipe	27, 786. 78	74, 073. 86
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	132, 259. 64	
Gas and Oil	12, 388. 08	
Bond and P. L. -P. D. Insurance	3, 346. 30	
Explosives	3, 240. 53	
Drill Steel	360. 00	
Move In Costs	12, 204. 11	
Home Office and General Overhead	18, 232. 16	
Small Tools and Miscellaneous Supplies	10, 102. 10	192, 132. 92
Subcontractors:		
Merrill Gilbert	8, 615. 91	
Hannan Bros. Inc.	22, 423. 03	
J.C. Compton Co.	40, 910. 81	
Highway Protection	53, 885. 35	
Frank G. Baulne	258, 959. 59	384, 794. 69
TOTAL COST		$ 741, 288. 89

Remarks - Contract No. 5785

This was a "Federal Aid Primary Project" calling for the construction and 0-11 surfacing of 8.66 miles of roadbed on the The Dalles-California Highway in Jefferson County, beginning at Lyle Gap approximately 10.7 miles north of the city of Madras and extending southerly to a point approximately 2.1 miles north of the junction of the Warm Springs and The Dalles-California Highways in Madras.

Bids were received July 28, 1960 and the contract awarded August 25, 1960. The contractor began moving equipment onto the project August 28, 1960 but did not start operations until September 12, 1960.

The prime contractor, Earl L. McNutt Company, had five subcontractors: Merril Gilbert doing the drainage excavation and pipe installation only, materials being furnished by the prime contractor; Hannan Brothers Inc., furnished and performed the concrete work; J.C. Compton Company did the 0-11 processing with asphalt furnished by prime contractor; Highway Protection furnished and installed guard rail, sight posts and fencing; Frank G. Baulne, Inc., crushed the surfacing materials.

Work progressed well and the project was completed July 12, 1961. Management and bidding were good as reflected by the 3.96% profit on the gross revenue.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

October 20, 1961

FINAL COST ANALYSIS

Subcontractor: J.C. Compton
Resident Engineer: R.H. Clark

N.Unit, Lyle Gap-Madras
Contract No. 5785

The Dalles-California Highway
Jefferson County

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Sprinkling	1,302.	M-Gal.	2.00	1.77	2,302.31	2,604.00
Preparation of Base	8.66	Mile	150.00	148.06	1,282.18	1,299.00
Haul & Place 3/4"-0 Binder	1,560	Cu.Yd.	1.50	1.44	2,225.97	2,340.00
Haul & Place Oil Aggregate	10,287	Cu.Yd.	1.60	1.64	16,894.38	16,459.20
Furnish & Place Cinders	505	Cu.Yd.	6.00	5.95	3,002.44	3,030.00
RC-3 Asphalt	386.03	Ton	9.45	8.47	3,270.49	3,647.98
120-150 Asphalt	892.69	Ton	9.20	8.09	7,219.99	8,212.75
RS-1 Asphalt	145.77	Ton	9.40	7.02	1,022.86	1,370.24
Oil Approaches	66	Each	25.00	24.28	1,578.28	1,650.00
Flagging					613.36	297.64
Extra:						
Haul & Place Base Rock (For McNutt & Sons)	5,763.30	Ton	5,340.02	5,509.08	5,509.08	5,340.02
					44,921.34	46,250.83

Gross Revenue	$ 46,250.83
Total Cost	44,921.34
Net Profit	$ 1,329.49

Net Profit equals 2.87% of Gross Revenue

DETAIL OF COST - Contract No. 5785

Labor:		
Labor (All)	$ 17,227.62	
Insurance, Welfare, Pension	2,230.54	$ 19,458.16
Materials:		
Cinders	1,010.00	1,010.00
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	13,241.56	
Equipment Rental, Hired	1,474.12	
Gas and Oil	3,015.56	
Bond and P.L.-P.D. Insurance	838.31	
P.U.C.	137.83	
Dues, Travel Utilities	521.81	
Move In	1,553.00	
Home Office and General Overhead	3,670.99	24,453.18
	TOTAL COST	$ 44,921.34

Remarks - Contract No. 5785

Subcontractor J.C. Compton Company began operations with preparation of base on June 16, 1961 and started shooting binder from the north end of the project June 17, 1961. The equipment was used to oil in the city of Madras and moved back and forth on each operation when necessary.

The oiling was completed July 12, 1961 and stripping was completed by State forces a few days later.

Progress was good on the oiling operation and the contractor's small profit of 2.87% on the gross revenue is contributed to close bidding.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

December 15, 1961

N.Unit, Lyle Gap-Madras
Contract No. 5785

FINAL COST ANALYSIS

Subcontractor: Frank G. Baulne
Resident Engineers: (R. Hawkins
(R.H. Clark

The Dalles-California Highway
Jefferson County

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Coarse Cr.Base	187,271.83	Ton	1.10	0.99	185,831.72	205,999.01
3/4"-0 Base Material	17,531.30	Ton	1.25	1.15	20,169.12	21,914.13
Sprinkling	6,419.80	M-Gal.	2.00	1.51	9,695.34	12,839.60
3/4"-0 Binder Material	1,560	Cu.Yd.	1.45	1.40	2,181.23	2,262.00
Furnish Aggregate in Pile	10,287	Cu.Yd.	1.55	1.30	13,405.78	15,944.85
					231,283.19	259,959.59

Gross Revenue	$ 258,959.59
Total Cost	231,283.19
Net Profit	$ 27,676.40

Net Profit equals 10.69% of Gross Revenue

DETAIL OF COST - Contract No. 5785

Labor:		
Labor (All)	$ 64,758.27	
Labor Insurance	8,678.34	
Welfare and Pension	2,999.46	
		$ 76,436.07
Equipment Rental and Miscellaneous Expense:		
Equipment Rental, Owned	45,259.28	
Equipment Rental, Hired without Operator	17,247.36	
Equipment Rental, Hired with Operator	2,970.00	
Gas and Oil	15,901.54	
Bond	1,938.07	
Explosives	8,208.31	
Home Office and General Overhead	15,504.58	
Move In	1,982.72	
P.U.C. License	223.08	
Smalll Tools and Miscellaneous Supplies	20,380.95	129,615.89
Hired Work:		
Yardley Construction Company	19,891.21	
J.C. Compton Company	5,340.02	25,231.23
	TOTAL COST	$ 231,283.19

DETAIL OF CRUSHING - Contract No. 5785

	Quantity	Unit	Total Cost	Unit Cost
Coarse Base Material:				
Move In and Set Up	187,271.83	Ton	4,813.08	0.026
Drill and Shoot	187,271.83	Ton	25,920.68	0.139
Feed Crusher	187,271.83	Ton	26,719.78	0.142
Crushing	187,271.83	Ton	52,200.45	0.278
Haul	187,271.83	Ton	49,857.72	0.266
Process	187,271.83	Ton	26,320.01	0.141
Sprinkling	187,271.83	Ton	8,630.51	0.046
TOTAL	187,271.83	Ton	194,462.23	0.992
3/4"-0 Base Materials:				
Move In and Set Up	17,531.30	Ton	522.29	0.030
Drill and Shoot	17,531.30	Ton	2,812.76	0.160
Feed Crusher	17,531.30	Ton	2,899.47	0.165
Crushing	17,531.30	Ton	5,668.23	0.323
Haul	17,531.30	Ton	5,410.27	0.309
Process	17,531.30	Ton	2,856.10	0.163
TOTAL	17,531.30	Ton	21,131.40	1.150

CRUSHING DETAIL - Contract No. 5785

	Quantity	Unit	Total Cost	Unit Cost
3/4"-0 Binder Material:				
Move In and Set Up	1,560.	Cu.Yd.	56.82	0.036
Drill and Shoot	1,560	Cu.Yd.	306.00	0.196
Feed Crusher	1,560	Cu.Yd.	302.95	0.194
Crushing	1,560	Cu.Yd.	616.15	0.395
Haul	1,560	Cu.Yd.	588.59	0.377
Process	1,560	Cu.Yd.	310,72	0.199
TOTAL	1,560	Cu.Yd.	2,283.78	1.397
Aggregate in Pile:				
Move In and Set Up	10,287	Cu.Yd.	347.23	0.034
Drill and Shhot	10,287	Cu.Yd.	1,870.02	0.182
Feed Crusher	10,287	Cu.Yd.	1,927.40	0.187
Crushing	10,287	Cu.Yd.	3,765.36	0.366
Haul	10,287	Cu.Yd.	3,596.94	0.350
Strip and Pile	10,287	Cu.Yd.	1,898.83	0.185
TOTAL	10,287	Cu.Yd.	13,405.78	1.304

Remarks - Contract No. 5785

Subcontractor Frank G. Baulne began crushing operations March 1, 1961 and completed May 24, 1961. A small amount of base was not laid on connections and J.C. Compton completed this before oiling. This was done on a labor and equipment rental basis and is the $5340.00 listed on 'Detail of Cost' sheet. Yardley Construction Company did the quarry drilling and shooting and Baulne furnished the explosives.

The crushing plant was repaired before moving onto this project and the well cared for equipment had only normal down time for maintenance and adjustments.

One pocket of objectionable rock was encountered in the quarry but did not create a problem as there proved to be adequate material to complete the job.

The operation ran smoothly and the contractor realized a good profit of 10.69% on his gross revenue.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

May 25, 1961

N. Unit, Lyle Gap-Madras
Contract No. 5785

FINAL COST ANALYSIS

Subcontractor: Hannan Bros. Co.
Resident Engineer: R. Hawkins

The Dalles-California Highway
Jefferson County

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Concrete End Basins	8.28	Cu. Yd.	125.00	98.42	814.95	1,035.00
Class "A" Concrete	95.	Cu. Yd.	70.00	60.00	5,699.68	6,650.00
Metal Reinforcement	14,000	Lbs.	0.15	0.14	2,020.70	2,100.00
Concrete Ditch Lining	1,554	Sq. Yd.	8.00	7.35	11,420.11	12,432.00
					19,955.44	22,217.00

Gross Revenue	$ 22,217.00
Total Cost	19,955.44
Total Profit	$ 2,261.56

Net Profit equals 10.18% of Gross Revenue

DETAIL OF COST - Contract No. 5785

Labor:		
Labor (All)	$ 5,552.13	
Labor Insurance	562.43	
Welfare and Pension	206.05	
Travel Pay	306.00	$ 6,626.61
Materials:		
Metal Reinforcement	1,457.35	
Wire Mesh	1,752.24	
Concrete	5,821.13	9,030.72
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	1,808.38	
Gas and Oil	258.34	
Bond and P.L.-P.D. Insurance	209.55	
Home Office and General Overhead	442.75	
Lumber, Nails, etc.	468.29	
Move In and Freight	1,110.80	4,298.11
TOTAL COST		$ 19,955.44

Remarks - Contract No. 5785

Hannan Brothers Company subcontracted the box culvert, end basin and concrete work for the prime contractor, Earl L. McNutt Company.

The work progressed steadily and without hindrance to the grading operation. Management and bidding were good as reflected in the good profit of 10.18% on the gross revenue.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

RECEIVED
C 6 1961
FOR FILING

[illegible]
5785

December 5, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5785 for grading-oiling the North Unit of the Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County was completed by the contractor, Earl L. McNutt Co., on September 25, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $24,069.70 will be released to the contractor after acceptance by the Commission. The total contract amount is $771,848.17, of which amount $1,157.19 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Earl L. McNutt Co.,
351½ East Broadway
Eugene
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 7, 1961

Section N. Unit, Lyle Gap, Madras

Kind of work Grading & Oiling

Highway The Dalles-Calif. County Jefferson

Section prefix 16-1032

Contractor Earl L. McNutt Co.

Contract number 5785

Date of contract August 24, 1960

Specified work days 180

Date work started August 29, 1960

Work days used 176

Project authorization $892,200.94

Per cent of time elapsed 97.78 %

Exclusive of engineering $828,755.54

Estimated cost of completed project, exclusive of engineering $770,204.02

Estimated per cent ~~overrun or~~ underrun . . . . 7.06 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization $63,445.40

Engineering cost to date $59,200.00, 93.31 %

Date project was completed Sept. 25, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Summary:

Contractor started clearing during week of Sept. 18-23, 1960.

Contractor started excavation on Oct. 10, 1960.

Crushing started Feb. 28, 1961

Base rock placed March 13 - May 16, 1961

Earthwork completed week of April 10-14, 1961

Project trfd. from Richard Hawkins, R. E. to R. H. Clark, R. E. June 12,

Oiling done June 15 - ~~[illegible]~~ July 14, 1961

Job struck July 17-Aug. 10, 1961

Guard rail installation Aug. 14-Sept. 25, 1961

Final Report

CONSTRUCTION DIVISION
RECEIVED
OCT 1961
NOTED

NOTED
JOHN R. OAKES

Signed R. H. Clark R. H. Clark

Address Box 1249, Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.66	8.66		8.66	
Miles partially completed					
Miles completed	8.66	8.66		8.66	
Total estimated quantities (contract)	775,900	198,700		1,290 T. 12,360 T.	
Total quantities corrected to date	684,771	204,303		1,425 12,352	
Estimated quantities moved or placed to date	Same	Same		Same	
Average daily quantities					
Average daily quantities necessary to complete project on time	Complete	Complete		Complete	
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
SEP 29 1961
FOR FILING

5785

September 29, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 25, 1961, on Contract No. 5785, North Unit, Lyle Gap-Madras Section, in Jefferson County, in connection with Federal Aid Project No. F-81(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

cc: H. S. Cox

RECEIVED
JUL 3 1961
FOR FILING

F-81(4)

[illegible]

June 30, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 29, 1960 on Contract No. 5785, North Unit, Lyle Gap-Madras Section, in Jefferson County, in connection with Federal Aid Project No. F-81(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

RECEIVED
JUN 9 1961

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-81(4)

5-1-85

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 8, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Surfacing Samples
N. Unit, Lyle Gap-Madras
Project F-81(4)

Dear Sir:

As requested by your letter of June 5, 1961, we have instructed our field personnel to obtain and submit additional samples from the vicinity of Station 1157. A copy of our letter to the Division Engineer in Bend is being sent to you.

Very truly yours,

W. C. Williams
State Highway Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

CHB:fp

cc Forrest Cooper

RECEIVED
JUN 9 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM CD-121
(9-22-59)

UNITED STATES ERNMENT

Memorandum

U.S. I RTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N. E.
Salem, Oregon

DATE: June 5, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project F-81(4), N. Unit, Lyle Gap-Madras
BPR Record Samples (surfacing-upper course)

It is noted that Laboratory Test Report No. 555274 dated June 2, 1961 indicates a P.I. of 14; L.L. 40.

Three other test reports indicate satisfactory materials were sampled at other locations. It would seem that further sampling, particularly in the vicinity of Sta. 1157, would be in order.

May we have your comments?

CONSTRUCTION DIVISION
RECEIVED
JUN 7 1961
NOTED-- ☐ ☑ ☐ ☐ ☐
CE [✓ ACE] ACE COE

Baker
Arrange additional
Tests & R/D appl.

RECEIVED
JUN 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

F-11(4)

408 State Highway Building
Salem, Oregon

December 16, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

By:
A. F. Bester
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project F-81(4)
North Unit Lyle Gap - Madras
The Dalles - California Highway
Seeding and Mulching - State Force Work Order
Estimated Cost - $6,840.00
Federal Participation - $4,100.00

Reference is made to your letter dated December 5, 1960 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

Reimbursement will be made on an actual cost basis.

Porter

RECEIVED
DEC 7 - 1960
FOR FILING
F-81(4)
5785

December 5, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. [illegible], covering seeding and mulching on the North Unit, Axle Gap-Madras Section of The Dalles-California Highway in Jefferson County, Contract No. 5785, in connection with Federal Aid Project No. F-81(4).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested. It has been verbally recommended for approval by the BPR Area Engineer.

The total estimated amount of the order is $6,[illegible].00, with Federal participation of $4,[illegible].00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
[illegible] 19 1960

FOR FILE
7 11 47

Form A-169 (Rev.)—5M—4-56

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

5785

Project Name North Unit, Lyle Gap - Madras Section
Date November 14, 1960
Highway The Dalles California
Contract No. 5785
County Jefferson
Prefix 16-1032
Contractor Earl L. McNutt Company
F. A. Project No. F-61 (4)
Address 331½ East Broadway, Eugene, Oregon
Price Agreement No. # 4

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Salvage and Reinstall - 12 inch Headgate and Weir (Including Pipe & Headwalls)
" " " - 18 inch Headgate and Weir
Construct - 1 Wood Diversion Box

Locations by station numbers:

1158+60 Lt. and 1159+35 Rt.

Names of pay items, estimated quantities and agreed prices:

Salvage and Reinstall - 12 inch Headgate and Weir
" " " - 18 inch Headgate and Weir Lump Sum Price $510.00
Construct - 1 Wood Diversion Box

Specifications, basis of measurement and other provisions: The basis of payment shall be Lump Sum Price for the specified Items and shall be understood to cover and include all costs involved in the connection with this construction. The specifications governing this installation shall conform with the standards set forth by the U.S Bureau of Reclamation and the North Unit Irrigation District. This was an anticipated extra work item as set up in the original authorization.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 892,300.94
Present estimate of project cost, including $ 510.00 for work under this order	$ 892,300.94
Expected under-run over-run (amount)	$ 0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

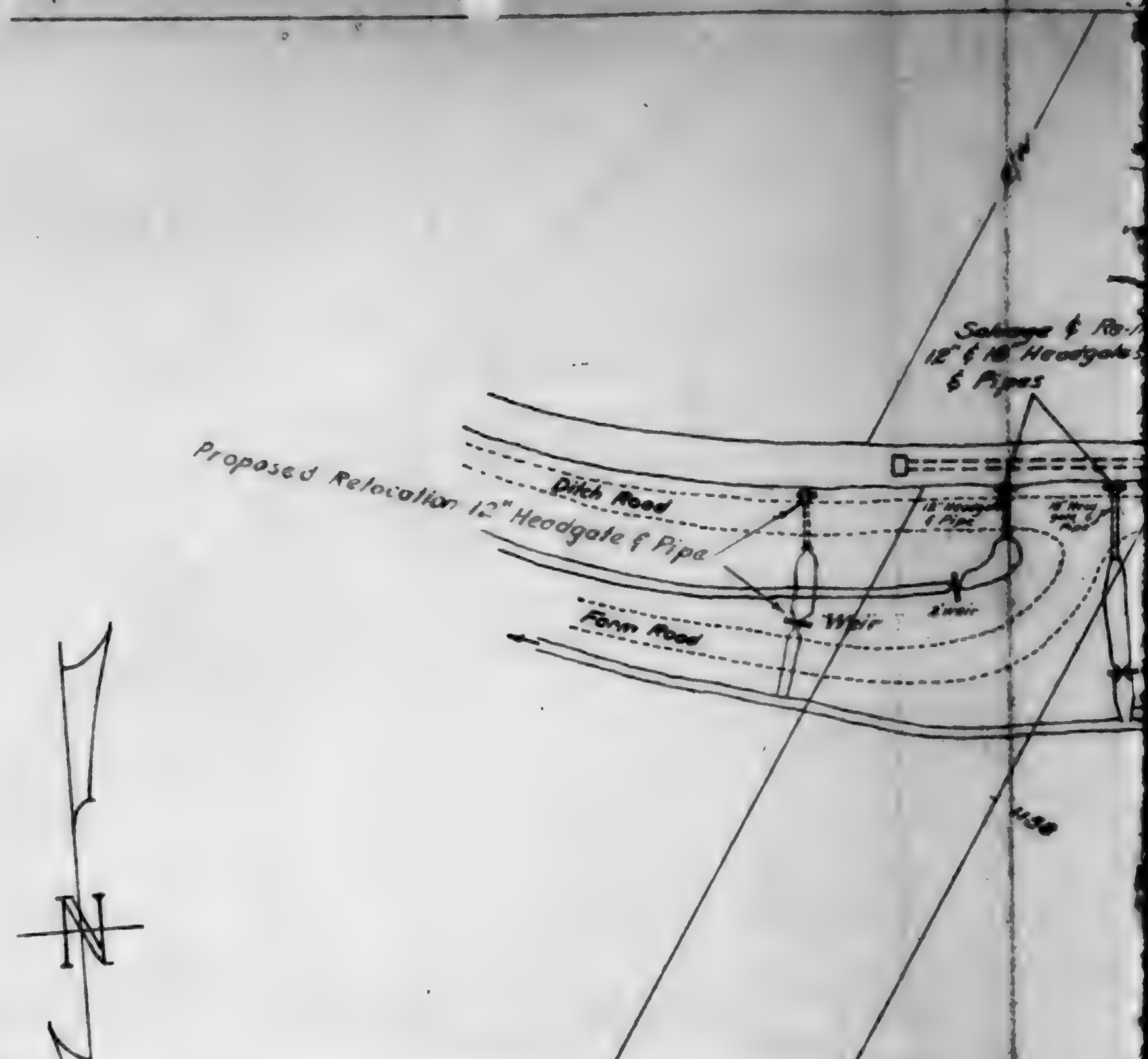
Signed Earl L. McNutt Co. Contractor
By

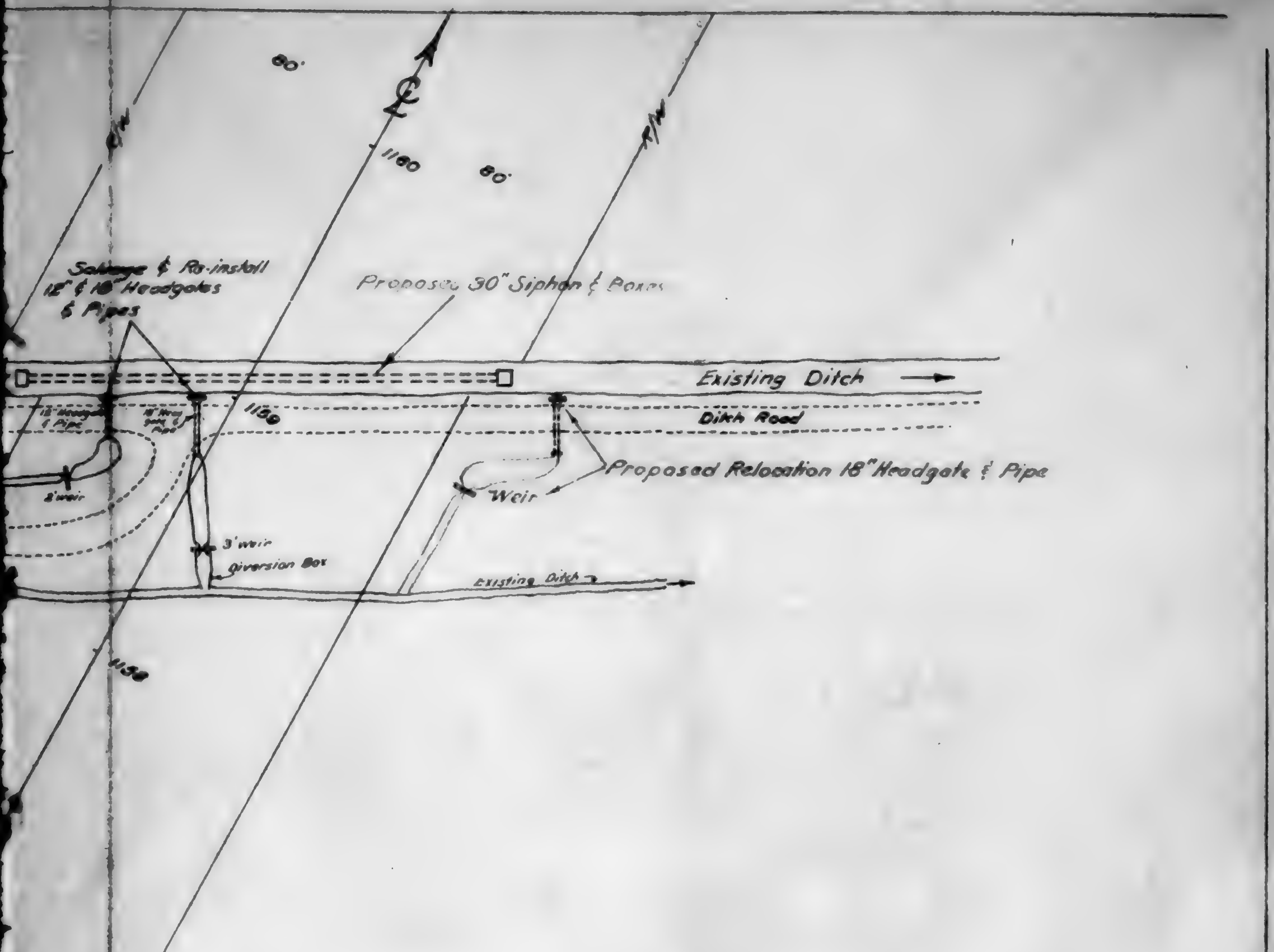
Approval Recommended: ORIGINAL APPROVED BY DEAN SWIFT. Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing 92001


Salvage & Re-I
12" & 18" Headgates
& Pipes
Ditch Road
Proposed Relocation 12" Headgate & Pipe
12" Headgate & Pipe
Weir
2 weir
Farm Road
R/W
1158
N
1157
80'
70'
R/W
1156
R/W


80'
℄
R/W
R/W
1160
80'
R/W
Salvage & Re-install
12" & 18" Headgates
& Pipes
Proposed 30" Siphon & Boxes
Existing Ditch
12" Headgate
& Pipe
18" Headgate & Pipe
1159
Ditch Road
Proposed Relocation 18" Headgate & Pipe
2' weir
Weir
3' weir
Diversion Box
Existing Ditch
1158
R/W

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

PRICE AGREEMENT # 4

NORTH UNIT, LYLE GAP-MADRAS

THE DALLES-CALIF. HWY.

CONTRACT # 5785

Form A-160—5M—6-59

F 81 (4)

4

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

5785

Project Name North Unit, Lyle Gap - Madras Section
Date November 9, 1960
Highway The Dalles California
Contract No. 5785
County Jefferson
Prefix 16-1032
Contractor Earl L. McNutt Company
F. A. Project No. F-81 (4)
Address 3511½ East Broadway, Eugene, Oregon
Price Agreement No. #3

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Furnish and Install 12 inch Headgate and Weir.
This installation would eliminate the need for Item # 20.

Locations by station numbers:

340 Ft. Rt. of Station 1056+00

Names of pay items, estimated quantities and agreed prices:

1 - 12" Headgate with Concrete Headwall
20' C. M. Pipe Lump Sum Price $325.00
1 - 2' Metal and Concrete Weir

Specifications, basis of measurement and other provisions:

Payment will be made at the Lump Sum Price for the Item " Furnish and Install 12" Headgate and Weir ". The Lump Sum Price shall be understood to cover all costs involved in the construction of the Item specified. The specifications governing this installation shall conform to the standards set forth by the Bureau of Reclamation and the North Unit Irrigation District. All concrete will be Class'A'.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$892,200.94
Present estimate of project cost, including $325.00 for work under this order	$892,200.94
Expected under-run over-run (amount)	$0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Signed Contractor

Approval Recommended: ORIGINAL APPROVED BY [illegible] Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing 20685

North Unit, Lyle Gap-Madras Section
The Dalles California Highway
Contract # 5785

R/W File # 26750 - Emil Quaale
Ruby B. Quaale

I Hereby agree to the change of plan on the above mentioned project that will eliminate the 18 inch siphon pipe with end basins at engineers station 1062+65 on the relocated Dalles California Highway. The pipe and end basins shall be replaced with a 12 inch headgate and weir 340 feet right of engineers station 1056+80. This installation will satisfactorily irrigate the area that was to have been irrigated by the siphon pipe.

I also agree to construct any necessary irrigation ditches from the weir.

I furthermore agree to allow the State Highway Commission, its Agents and qualified Contractors, to come upon my property for the purpose of constructing the aforementioned 12 inch headgate and weir.

Dated this 9 day of November, 1960

Emil Quaale
Emil Quaale

Richard S.
Witness: Res. Engr.

Ruby B. Quaale
Ruby B. Quaale

DARRELL C. MAXWELL
Secretary-Manager

Phone 475-2288

NORTH UNIT IRRIGATION DISTRICT
P. O. Box 848
MADRAS, OREGON

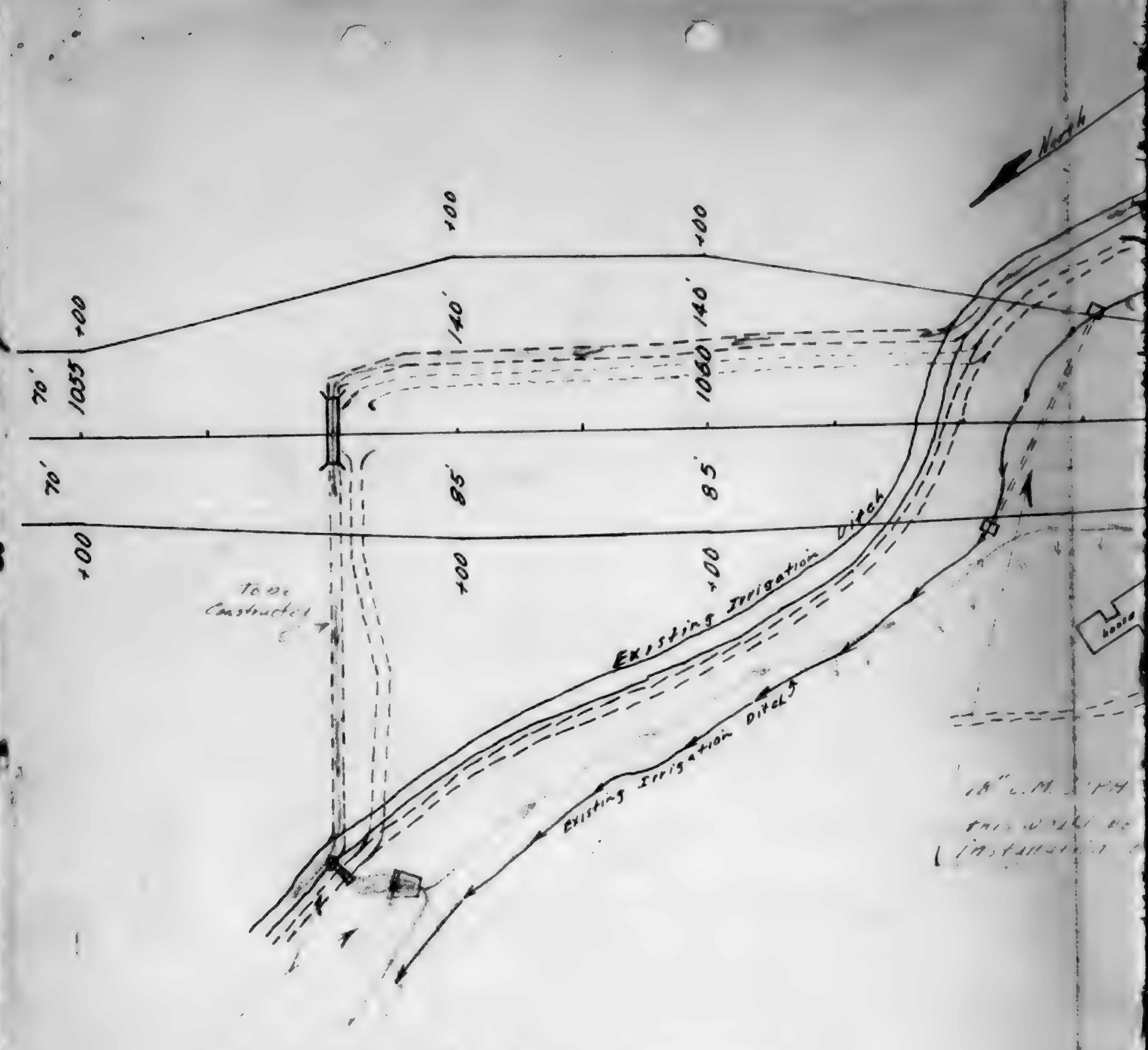
North Unit, Lyle Gap-Madras Section
The Dalles California Highway
Contract # 5785

North Unit Irrigation District Hereby agrees to the change of plan on the above mentioned project that will eliminate the 18 inch siphon pipe with end basins at engineers station 1062+65 on the relocated Dalles California Highway. The pipe and end basins shall be replaced with a 12 inch headgate and weir 340 feet right of engineers station 1056+80. This installation will satisfactorily irrigate the area that was to have been irrigated by the siphon pipe.

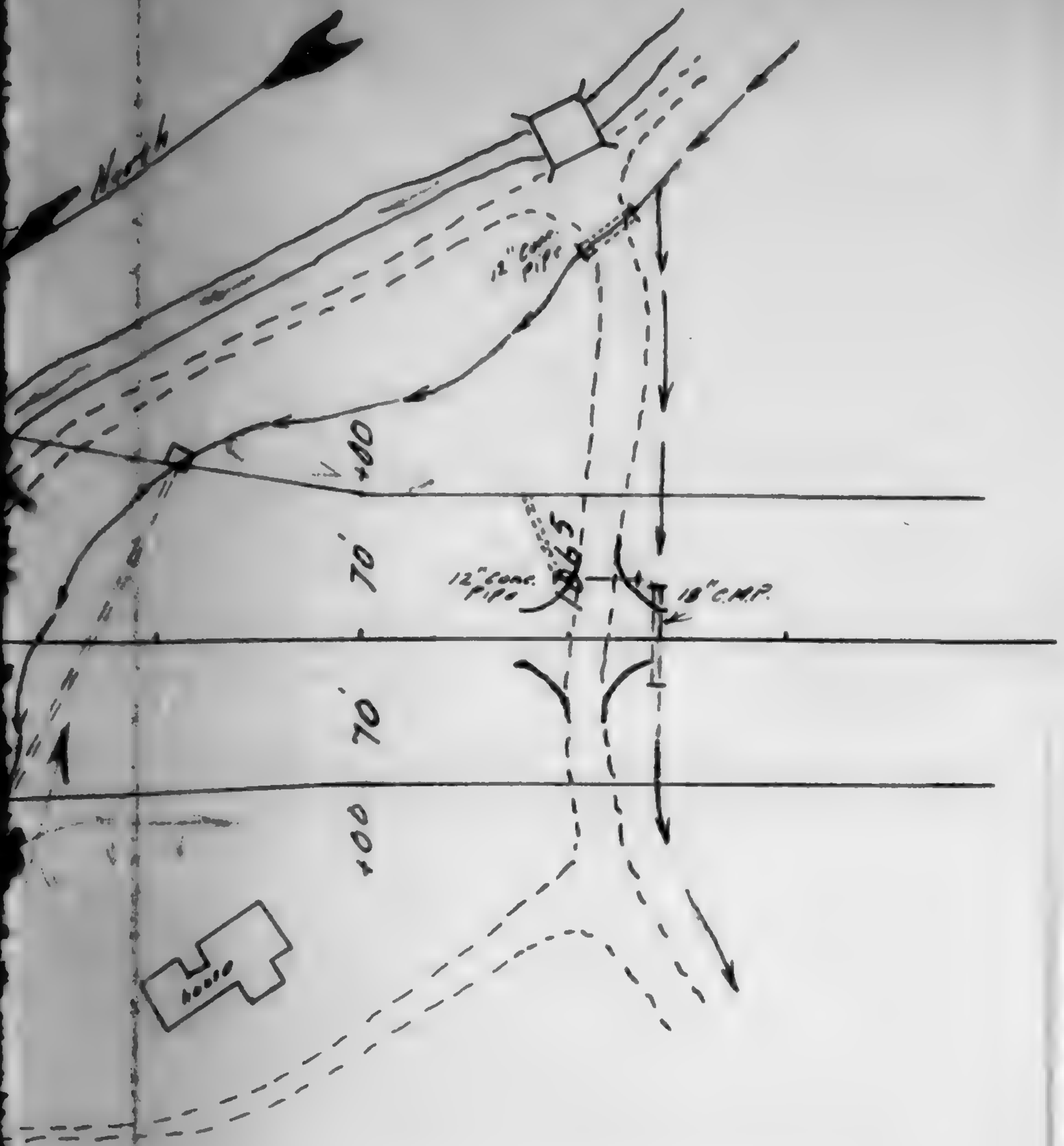
North Unit Irrigation District furthermore agrees to allow the State Highway Commission, its Agents and qualified Contractors, to come upon its property for the purpose of constructing the aforementioned 12 inch headgate and weir.

Dated this 10 day of November 1960.

Darrell C. Maxwell
North Unit Irrigation District
by
Darrell C. Maxwell
Secretary-Manager


North
+00
+00
+00
140'
140'
70'
1055
1060
70'
85'
85'
+00
+00
+00
To be Constructed
Existing Irrigation Ditch
Existing Irrigation Ditch
house
18" C.M.
this weir be
(installation

Const. 12" headgate and weir
(water from this weir could flow North and South


North
12" Conc. Pipe
+00
70'
12" Conc. Pipe
865
18" C.M.P.
70'
+00
House

C.M. SIPHON PIPE and END BASINS
s would be eliminated by
tallation of 12" [illegible] and [illegible]

SKETCH MAP
PRICE AGREEMENT # 3

NORTH UNIT, LYLE GAP - MADRAS
THE DALLES CALIFORNIA HIGHWAY
Contract # 5785

RECEIVED
- 1960
FOR FILING
7-11(4)
5785

Form A-100—5M—6-50

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name North Unit, Lyle Gap - Madras Section
Date November 9, 1960
Highway The Dalles California
Contract No. 5785
County Jefferson
Prefix 16-1032
Contractor Earl L. McNutt Company
F. A. Project No. F- 81 [illegible] (4)
Address 351½ East Broadway, Eugene, Oregon
Price Agreement No. # 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Furnish and Install 4 inch Drain Pipe.(Perforated).

Locations by station numbers:

Right of Station 1064+20 to 1064+75

Names of pay items, estimated quantities and agreed prices:

54 Ft. of 4 inch Orangeburg Drain Pipe @ 0.90 per ft. = $48.60

Specifications, basis of measurement and other provisions:

The basis of measurement shall be in lin. Ft. of the size and kind indicated. The unit price shall be understood to cover the cost of all material and shall include the backfilling with selected granular material. The excavation will be paid for under contract prices. The Specifications governing this installation shall conform with the State and Local Plumbing and Health Codes.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$892,200.94	
Present estimate of project cost, including $48.60 for work under this order	$892,200.94	
Expected under-run / over-run (amount)	$0	
Expected under-run / over-run (per cent)	0	

Submitted by: Resident Engineer

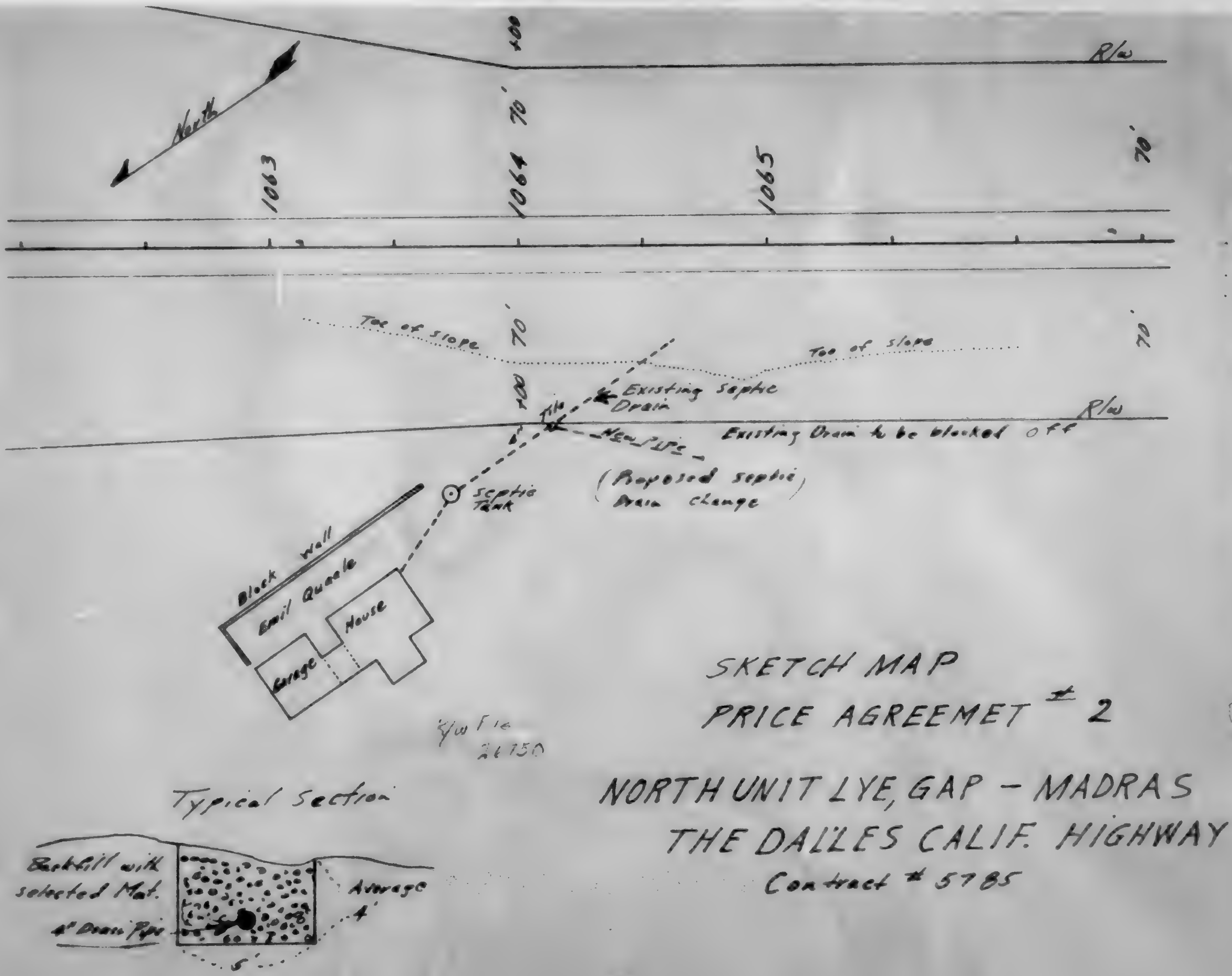
Signed: Contractor

Approval Recommended: ORIGINAL APPROVED BY DEAN SWIFT
Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing 2635


R/w
+00
70'
North
1063
1064
1065
70'
Toe of slope
70'
Toe of slope
70'
+00
Existing Septic Drain
Tile
R/w
Existing Drain to be blocked off
New Pipe
(Proposed septic Drain change)
Septic Tank
Block Wall
Emil Queale
House
Garage
Typical Section
Backfill with selected Mat.
4" Drain Pipe
Average 4'
5'

R/w File 26750

SKETCH MAP
PRICE AGREEMET # 2

NORTH UNIT LYE, GAP - MADRAS
THE DALLES CALIF. HIGHWAY
Contract # 5785

RECEIVED
NOV - 3 1960
FOR FILING

F - 21(4)

5785

November 3, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the re-establishing domestic water systems on the North Unit, Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County, Contract No. 5785, in connection with Federal Aid Project No. F-21(4).

The water system is shown on the plans and relocation noted as extra work. Relocation of the system includes conduit for 3/4" and 1" water lines crossing the highway and relocating the line with sufficient depth to protect against freezing. No additional or special benefit will accrue to the land owner on account of this order.

Verbal approval has been recommended by the B.P.R. Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:cr
Encl.

FORM E-129-X 75M 1-60

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
OCT 1960
FOR FILING

FAP 7-81 (4)

575

NOTED
W. C. WILLIAMS

October 18, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: File No. 06-35.7

Dear Sir:

We attach carbon copies of estimates which have been attached to our Right of Way Files Nos. 26750, 26752, 26754, and 31263.

These estimates provide the information requested in paragraphs one and two of your letter of September 26, relating to the North Unit of the Lyle Gap-Madras Section, The Dalles-California Highway.

The originals of these estimates, which have been placed on the files, all bear the signature of Dean Swift, our Division Engineer.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg
Attachments

cc Mr. W. C. Williams ✓
Mr. L. I. Lindas

RECEIVED
OCT 19 1960
OFFICE OF
STATE HIGHWAY ENGINEER

F.41(4)

RECEIVED
1960
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name: North Unit, Lyle Gap - Madras Section
Date: October 3, 1960

Highway: The Dalles California
Contract No.: 5705

County: Jefferson
Prefix: 16-1032

Contractor: Earl L. McNutt Company
F. A. Project No.: F-61 (4)

Address: 351½ East Broadway, Eugene, Oregon
Price Agreement No.: # 8

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Furnish and Install 30" Corr. Metal Siphon Pipe, this installation will take the place of Items # 9, 19, and 26 and will make it unnecessary to remove the existing drop structure.

Locations by station numbers:

Station 115+00

Names of pay items, estimated quantities and agreed prices:

30" Corr. Metal Siphon Pipe - 160 Lin. Ft. @ $15.50 per lin. ft. =	XXXXX	$2,480.00
Total	XXXXX	$2,480.00

Specifications, basis of measurement and other provisions:

The basis of measurement will be as set forth in the standard specifications, including particulary Division 2, Section 25.6. The concrete end basins will be payed for under Bid Item # 21. The specifications governing this installation shall conform with the standard specifications, particulary Division 2, Section 25, except for the modifications found on page 9 of the Special Provisions.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization: $802,200.94

Present estimate of project cost, including $2,480.00 for work under this order: $802,200.94

Expected under-run / over-run (amount): $0

Expected under-run / over-run (per cent): 0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Signed: Contractor

ORIGINAL REMOVED BY DEAN SWIFT.

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

North Unit, Lyle Gap - Madras Section
The Dalles California Highway
Contract # 5785

Original Plan:

Item # 9 - 30" C. M. P.	979.00
Item #19 - 25" Arch C. M. P.	517.50
Item #26 - Conc. Drop Structure	2,000.00
Drainage Excavation	786.00
Total	$4,282.50
Increase if 18" siphon was installed in place of Item # 19	1,469.50
Total	$5,752.00

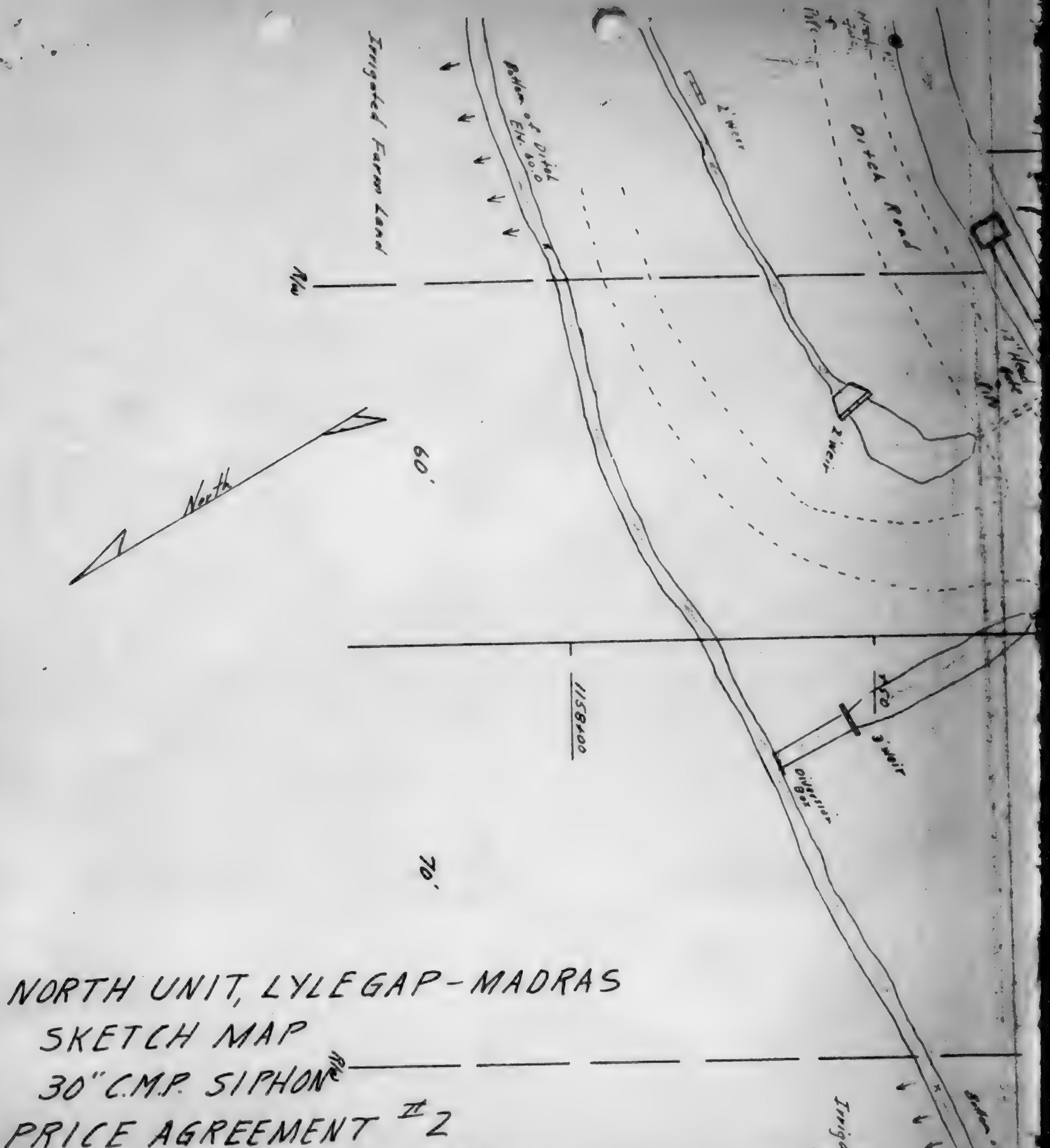
This won't work so must go to this

Cost With 30" Siphon Installed:

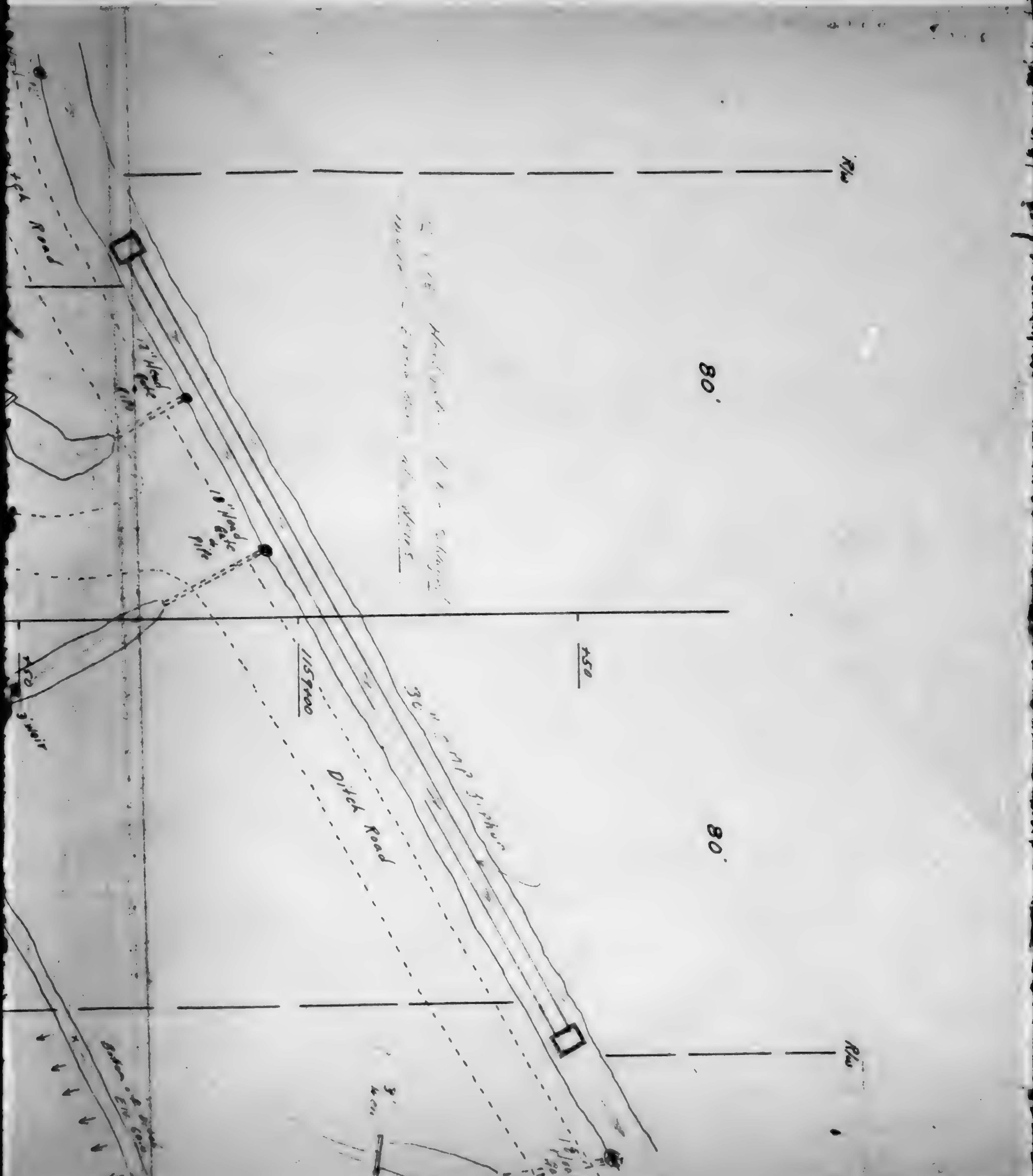
30" C. M. P. Siphon	2,480.00
Conc. End Basins	820.00
Drainage Excavation	567.00
Total	$3,867.00

Owners and irrigation people involved request this method of operation. Contractor is agreeable to changes without additional compensation.

Huling 26754
Brizendine 26873 (19875)


Irrigated Farm Land
Bottom of Ditch Elv. 80.0
2" weir
Ditch Road
2" weir
12" Head Gate
R/W
60'
North
1158+00
2" weir
Diversion Box
70'
R/W
Irrigated Farm Land
Bottom of Ditch Elv. 80.0

NORTH UNIT, LYLEGAP-MADRAS
SKETCH MAP
30" C.M.P. SIPHON
PRICE AGREEMENT # 2
R.S.H. Oct. 1960 Contract # 5785
Scale 1" = 20'


R/w
80'
80'
R/w
+50
115+00
+50
36" CMP Siphon
Ditch Road
Road
12" Wood Gate in Pipe
10" Wood Gate in Pipe
3' weir

RECEIVED

FOR FILING

[illegible]

785

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

September 26, 1960

C. G. Polk, Division Engineer
08-35.7 Salem, Oregon

Oregon Project F-81(5), North Unit,
Lyle Gap-Madras Section of The Dalles-California Highway

Our review of some of the right-of-way settlements along this line indicates the need for additional information before we can recommend Federal participation. Settlements on files 26750, 26752, 26754 and 31263 include allowances for irrigation ditches to be re-established by the property owner. These allowances are over and above the appraisals recommended by the review appraiser. Please furnish us with the following information:

(1) Location of areas where owners were paid allowances to re-establish ditches. This may be indicated by stations.

(2) A copy of the cost estimate or appraisal which established the allowances. Information should be included as to the length and size of ditches and rates used.

On File 26745 the cattle pass proposed at Sta. 838+50 must be justified by a comparison of construction cost versus damages suffered if the pass is not constructed. This pass was not shown on the original plans submitted to this office.

The right-of-way settlements indicate additional accesses to be granted property owners over and above those shown on plans sent to this office. Your appraisals indicate the appraisers assumed adequate accesses would be provided to the properties. In reviewing your records it is often difficult to determine exactly the accesses considered by the appraisers. Is there any record in your files that would indicate what accesses were assumed by the appraisers? In the future we suggest that the appraisers clearly indicate the accesses assumed by reference to the number of the right-of-way map used in reaching their value estimate.

Wright

NOTED
FORREST COOPER

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
SEP 19 1960
FOR FILING

September 19, 1960

Earl L. McNutt Co.,
351½ East Broadway
Eugene
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5785, awarded August 25, 1960, for grading-oiling the North Unit of the Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

RECEIVED
SEP 12 1960
FOR FILING

F-41(4)

5785

September 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the North Unit, Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County, Contract No. 5785, in connection with Federal Aid Project No. F-41(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
Enc.

RECEIVED

FOR FILING

F-81(4)

5785

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

September 1, 1960

C. G. Polk, Division Engineer
Salem, Oregon

By:
D. M. Eurich
District Engineer

Utility adjustment
Central Electric Cooperative
N. Unit, Lyle Gap-Madras Section
The Dalles-California Highway
Project F-81(4)

Reference is made to your letter of August 29, 1960.

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated July 20, 1960 and August 23, 1960, regarding the referenced adjustment.

Authorization to proceed with the work is granted as of August 29, 1960. Approval is subject to the provisions of PPM 30-4.

Porter

RECEIVED
AUG 30 1960
FOR FILING
[illegible]
5785

August 29, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: N. Unit, Lyle Gap-Madras Section
The Dalles-California Highway
Jefferson County
Project No. F-81(4)

Dear Sir:

Herewith are the following data in connection with adjusting the power line of the Central Electric Cooperative on the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the cooperative for moving its power line crossing at Station 820.

2. Two copies of the Cooperative's estimate of cost for moving its line at the above location.

3. Two copies of the sketch prepared by the Cooperative covering the adjustment.

Your approval of the agreement between the State and Cooperative and authorization to proceed with the work, as of this date, under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Asst. Office Engineer

DBP:sw

RECEIVED

FOR FILING

F-81(4)

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

August 25, 1960

5785

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-81(4)

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-81(4), North Unit, Lyle Gap-Madras Section, The Dalles-California Highway we hereby concur, as of this date, in award of Contract No., 5785 to Earl L. McNutt Co., of Eugene, Oregon, low bidder in the amount of $786,577.50 at the July 28, 1960 bid opening.

RECEIVED
FOR FILING
F-81(4)
[illegible]
[illegible]

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

August 10, 1960

Attention: Mr. R. L. Porter

C. G. Polk, Division Engineer
Salem, Oregon

Utility adjustment
Pacific Telephone and Telegraph Co.
N. Unit, Lyle Gap-Madras Sec.
The Dalles-California Highway
Jefferson County
Project No. F-81(4)

Reference is made to your letter of August 9, 1960.

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated July 20, 1960, and August 4, 1960, regarding the adjustment of facilities of the referenced utility company.

Authorization to proceed with the work is granted as of August 9, 1960. Approval is subject to the provisions of PPM 30-4.

Porter

NOTED
[illegible]

RECEIVED
AUG 10 1960

FOR FILING
F-81(4)

5775

August 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: N. Unit, Lyle Gap-Madras Sec.
The Dalles-California Highway
Jefferson County
Project No. F-81(4)

Dear Sir:

We are submitting herewith the following data in connection with adjusting the facilities of the Pacific Telephone and Telegraph Company on the subject project:

1. Two copies of assistant counsel's letter which establishes the obligation of the State to reimburse the Company.

2. Two copies of the Company's estimate for the line adjustment.

3. Two copies of the sketch prepared by the Company covering the work.

Your approval of the agreement between the State and Company and authorization to proceed with the work as of this date under the provisions of PPM 30-4, are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Enc.

RECEIVED
FOR FILING

F-81(4)

When replying, refer to
08-35.4-DA

#5785

F-81(4)

408 State Highway Building
Salem, Oregon

July 6, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-81(4), North Unit, Lyle Gap-Madras Section, The Dalles-California Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
[illegible] 60
FOR FILES
7-81 (4)
#-5785

July 5, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of Way Status
North Unit, Lyle Gap-
Madras Section
The Dalles-California
Highway

Dear Sir:

Fifteen files are required for this project; eleven are outstanding.

No. 26742	Osborn	$ 2,150
No. 26745	Quaale	12,000
No. 26746	Quaale	1,650
No. 26748	Fleck	2,750
No. 26749	Shepeard	4,600
No. 26750	U. S. National Bank	18,800
No. 26751	Snyder	700
No. 26752	Townsend	8,100
No. 26753	Young	2,800
No. 31263	Dodson	4,400
No. 26754	Dodson	5,600
		$63,550

A shortage of appraisal personnel delayed commencement of negotiation on this project. There appears to be no outstanding difficulty of consequence, and we believe that we will have this project under option within the three-week period remaining to the date of bid opening.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

RECEIVED
2 - 3 1960
FOR FILING
7-91(4)
5-795

Salem, Oregon
February 2, 1960

Advance Right of Way Prefix

Mr. W. T. Wright
Right of Way Engineer
OFFICE

The following prefix is assigned in advance of BPR authorization to begin acquisition of rights of way:

Prefix 16-2503 North Unit Lyle Gap-Madras Unit of the Willowdale-Madras Section of The Dalles-California Highway in Jefferson County. From Station 727 to Station 1165.

The taking of deeds and filing of condemnation suits should not begin until Bureau approval is received.

R. L. Porter
Office Engineer

JAH:sm

6

RECEIVED
NOV - 2 1959
FOR FILING
7-81(4)
5785

October 30, 1959

1437

Mr. Carlos C. Randolph
Secretary-Manager
North Unit Irrigation District
Post Office Box 548
Madras, Oregon

Dear Sir:

Your letter of October 21 regarding State Highway Commission acquisitions on the Lyle Gap-Madras Section has been received.

Following is a tabulation of acreages now included in highway right of way in this section.

Former Owner	Acreage
John Henry Lee	20.9
Winstead J. Stebbins	4.7
A. D. Anderson	4.2
Harold O. Williams	7.3
R. W. Beasley	2.2
Paul T. Jasa	6.6
J. Lester Horigan	3.6
Ralph C. Valentine	0.52
Berdis Stephens	0.19
Charles D. Quinowski	0.05
Henry A. Dussault	2.42
Franklin N. Graham	0.95

Also enclosed, as requested, is a right-of-way map showing the above-listed parcels.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
(R/W Map 8B-5-31)
from 1160-1306
cc Mr. W. C. Williams
Mr. Walter T. Wright

DHM:mr fn

FORM E-30 50M 11-58 15660

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1959

SUBJECT: Assignment No. 1437

To: Mr. Forrest Cooper
Deputy State Highway Engineer

Office

Enclosed herewith is a rough draft of a reply to the North Unit Irrigation District.

D H Moehring

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr

Attachments

NOTED
W. T. WRIGHT

CARLOS C. RANDOLPH
Secretary-Manager

PLEASE RETURN TO
FORREST COOPER

NORTH UNIT IRRIGATION DISTRICT
P. O. BOX 540 PHONE 2258
MADRAS, OREGON

REFERRED TO
Cooper
By State Highway Engineer

October 21, 1959

Mr. [illegible] C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Reference is made to the portion of land through which your new section of Highway # 97, north of Madras city limits, was built.

Since North Unit Irrigation District must maintain an accurate total of irrigable acres on this project, we would appreciate receiving, from you, the right-of-way maps showing the portion of land which was bought by the Oregon State Highway Commission. Also a listing of the correct acreage taken from each farm.

We would appreciate your immediate attention to this matter as this information is needed right away in order that we may complete our 1960 water assessment records.

Very truly yours,

Carlos C. Randolph

Carlos C. Randolph
Secretary-Manager

Wright

CCR:nt

RECEIVED

NOTED
FORREST COOPER

RECEIVED
OCT 22 1959
OREGON
STATE HIGHWAY COMMISSION

F-132(11) New Era-Canby Sec., 1961
Pacific Hwy. East
#5786 Folder #2

RECEIVED
OCT 13 1964
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 5, 1964

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: Backlund
D. R. Backlund
Administrative Manager

SUBJECT: Audit Report 64-835-41
Preliminary Engineering, Routes 124, 132 & 145
Final Vouchers, F-132(11), F-145(10), F-145(11)

In conformance with your letter of September 18, 1964, in reply to our memorandum of August 12, 1964, we are approving the final vouchers on the following projects in reduced amounts as shown.

Project F-132(11), New Era-Canby Section		
Net amount claimed		$40,362.00
Deduction:		
Preliminary Engineering, Lump Sum transfers, Finding 1, Audit Report 64-835-41	2,464.69	
Federal Aid Pro Rata	63.44%	
Net deduction in even dollars		1,563.00
Net amount allowed		$38,799.00
Project F-145(10), Boardman Jct.-Irrigon Section		
Net amount claimed		38,662.00
Actual Preliminary Engineering Participating Costs	34,127.45	
Less deductions, Audit Report 41	8,368.90	
Participating costs allowable	25,758.55	
Participating costs claimed	24,199.04	
Additional amount that could be claimed	1,559.51	
Federal Aid Pro Rata	63.93%	
Additional amount eligible		997.00
Amount that could be claimed		
Voucher approved for payment in amount submitted per State's request in letter dated 9/18/64		$38,662.00
Project F-145(11), Irrigon-Umatilla Section		
Net amount claimed		20,381.00
Preliminary engineering as claimed	5,419.39	
Actual participating costs on allocation basis	4,773.85	
Amount of overclaim	645.54	
Plus deductions, Audit Report 41	2,174.08	
Total deductions	2,819.62	

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

(Carried forward) Total deductions	2,819.62	
Federal Aid Pro Rata	63.93%	
Net deduction in even dollars		1,802.00
Net amount allowed		18,579.00

RECEIVED
OCT 6 1964
OFFICE OF
STATE HIGHWAY ENG'N

RECEIVED
AUG - 6 1964
FOR FILING

[illegible]

B-360

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. A. NELSON
VICE PRESIDENT AND GENERAL AUDITOR
F. H. COYNE
VERNON EAVES
R. V. COLE
T. E. WALSH
ASSISTANT GENERAL AUDITORS

C. A. ALLEN
AUDITOR OF REVENUE ACCOUNTS
C. M. BILL
INCOME TAX AUDITOR
J. M. DeMARTINI
MANAGER, DATA PROCESSING
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
C. B. GROVE
MANAGER, MISCELLANEOUS SERVICES

R. C. HOLLINGER
INTERNAL AUDITOR
G. W. KLEE
AUDITOR OF DISBURSEMENTS
E. G. SUELFLOHN
MANAGER, SYSTEMS RESEARCH
G. TRABERT
AUDITOR OF MISCELLANEOUS ACCOUNTS

5176

IN REPLY PLEASE REFER TO
EBT-220-113

[illegible]

Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon 97310

Dear Sir:

Refers to my letter of July 23, regarding amount $675.32, 10% withheld on Project 27484, covering work performed improving grade crossing at New Era, Canby.

For your information, we recently received and have returned to the Oregon State Highway Department, properly signed, their form A-734-01-99-5, authorizing payment of the above amount.

Yours truly,

G. TRABERT

NOTED
R. L PORTER

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG - 1 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 31 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

F 132(11)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 29, 1964

Southern Pacific Company
65 Market Street
San Francisco, California

Attention: G. Trabert

Re: File EBT-220-113
New Era-Canby
F.A.P. F-132(11)
Audit No. 27484

Gentlemen:

In answer to your letter of July 23, 1964, to Mr. R. L. Porter regarding the subject project, we have just received the audit report verifying all railroad costs.

The $675.32 retained percentage is being processed for payment at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Controller

CHM:jc

cc: R. L. Porter
Jess Jones

RECEIVED
JUL 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

S-360

ajm-jmm

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. A. NELSON
VICE PRESIDENT AND GENERAL AUDITOR
F. H. COYNE
VERNON EAVES
R. V. COLE
T. E. WALSH
ASSISTANT GENERAL AUDITORS

C. A. ALLEN
AUDITOR OF REVENUE ACCOUNTS
C. M. BILL
INCOME TAX AUDITOR
J. M. DeMARTINI
MANAGER, DATA PROCESSING
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
C. S. GROVE
MANAGER, MISCELLANEOUS SERVICES

R. C. HOLLINGER
INTERNAL AUDITOR
G. W. KLEE
AUDITOR OF DISBURSEMENTS
E. G. SUELFLOHN
MANAGER, SYSTEMS RESEARCH
G. TRABERT
AUDITOR OF MISCELLANEOUS ACCOUNTS

IN REPLY PLEASE REFER TO
EBT-220-113

[illegible]

Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon 97310

Dear Sir:

We are in receipt of a copy of your letter of June 26, 1964, to Mr. H. F. Moy, Chairman, Oregon State Grade Crossing Committee, AAR, regarding payment to railroads of the 10% retention withheld on Federal-Aid Projects that have been completed.

Although we have recently received payment on a number of the balances due on such projects, we have not received payment of amount $675.32, 10% withheld on Project No. 27484, covering work performed improving grade crossing at New Era Canby.

Considering that our final bill in connection with this project was forwarded in April 1962, would appreciate any action taken by you to assist in expediting payment of this amount.

Yours truly,

G. TRABERT

Orig. to Mason
7-28-64

RECEIVED
JUL 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 29 1964
FOR FILING

5-1ll

January 28, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Oregon Project F-132(11)
New Era-Canby Section
Railroad Encroachment
and Easement

Dear Sir:

Herewith the following data pertaining to the above subject:

1. (1) Revised construction plans, sheets No. 8 and 9.
2. (2) Revised right of way plans, sheet No. 7.
3. (3) Copies of easement agreement with the Southern Pacific Company dated May 23, 1934.
4. (4) Copy of Memo to the Files by our Utilities Liaison Engineer.

This is in response to your letter dated April 23, 1963, which stated that the final construction voucher cannot be paid until the encroachment is cleared.

The right of way as now shown on the plans between Station 511 to Station 524+23 is in fee title plus an easement fifteen feet in width as covered in Railroad Agreement No. 156. This easement was taken subject to the warehouse buildings remaining in place. There is no plan at this time to clear the easement of the Railroad warehouses. The buildings at Station 402 have been cleared from the right of way.

Please return one copy of the right of way plans approved for our files.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mb
cc: Lloyd P. Shaw
F. D. Morgan
W. T. Wright
C. E. Maison

RECEIVED
JAN 28 1964
FOR FILING

FORM E-20X 50M 3-63 49806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1964

To:

MEMO TO THE FILES

SUBJECT: Removal of Railroad Buildings
New Era-Canby Section
Pacific Highway East
Clackamas County
Project No. F-132(11)

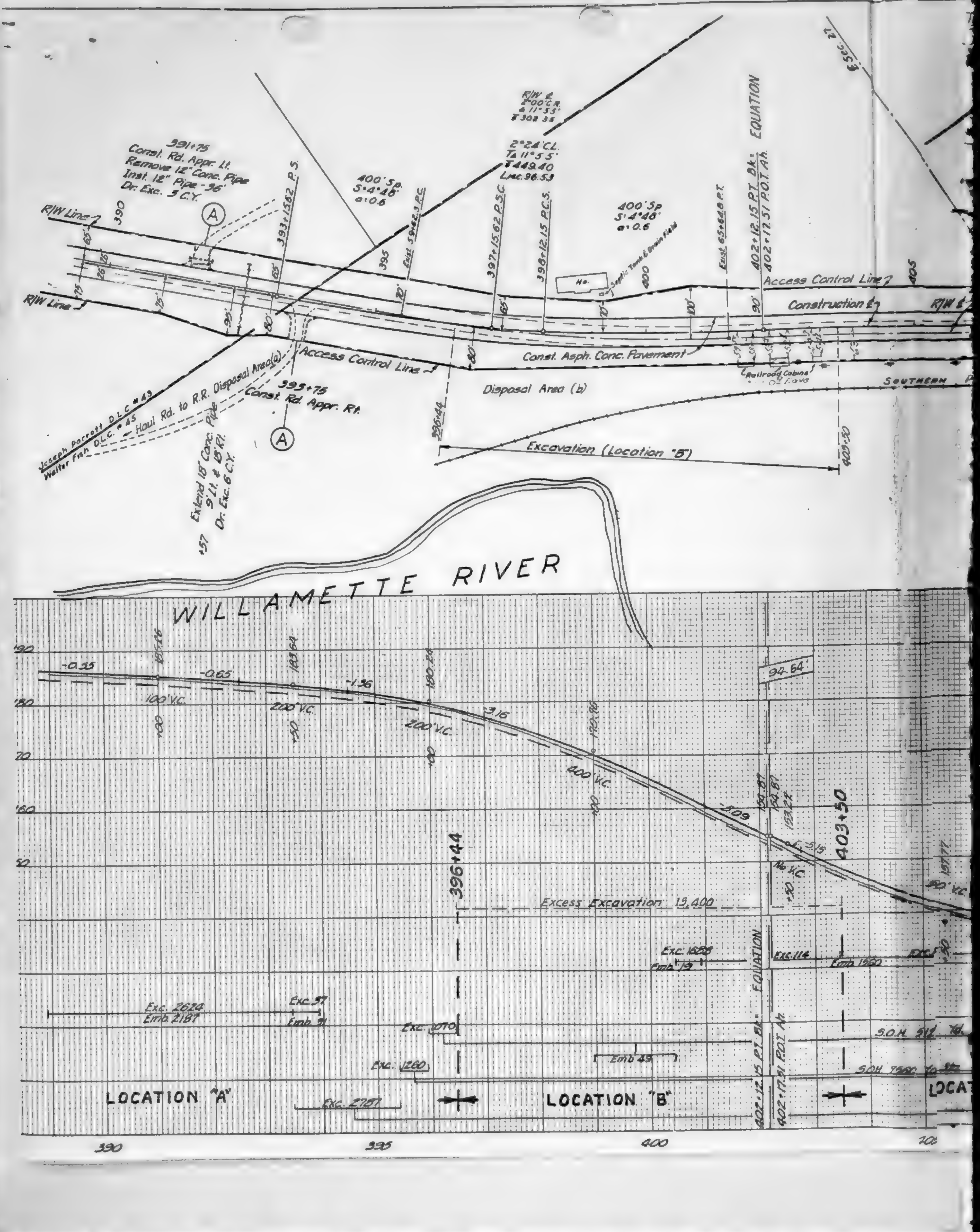
On April 23, 1963, Mr. A. W. Parsons of the Bureau of Public Roads wrote a Memorandum to Mr. Cooper which stated that construction plans for this section of the Pacific Highway East indicated encroachments in the vicinity of Station 402. A field inspection of this particular area was made on January 2, 1964 by the writer in the company of Mr. W. R. Grafe of the Bureau of Public Roads and it was noted that the buildings which were owned by the Southern Pacific Company shown encroaching within the highway right of way on our construction plans for this section had been removed from the premises.

Therefore, the only remaining encroachments on this project to my knowledge are those listed in Mr. Parsons' letter between Stations 511 and the westerly end of the project, 524+23.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:fp
cc A. W. Parsons
Lloyd Shaw
W. T. Wright
C. H. Maison
L. H. Young

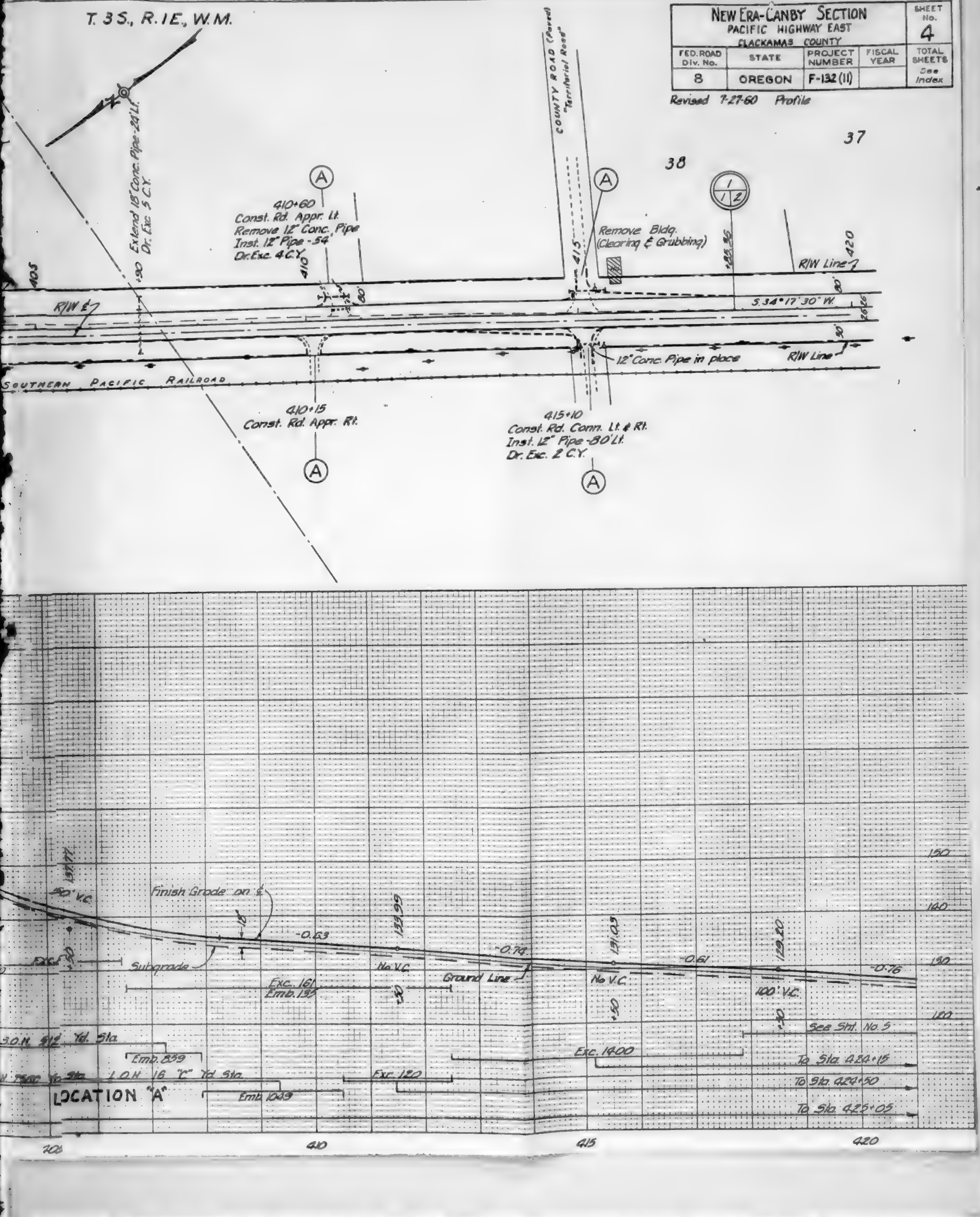
RECEIVED
JAN [illegible] 1964
OFFICE OF
STATE HIGHWAY ENGINEER



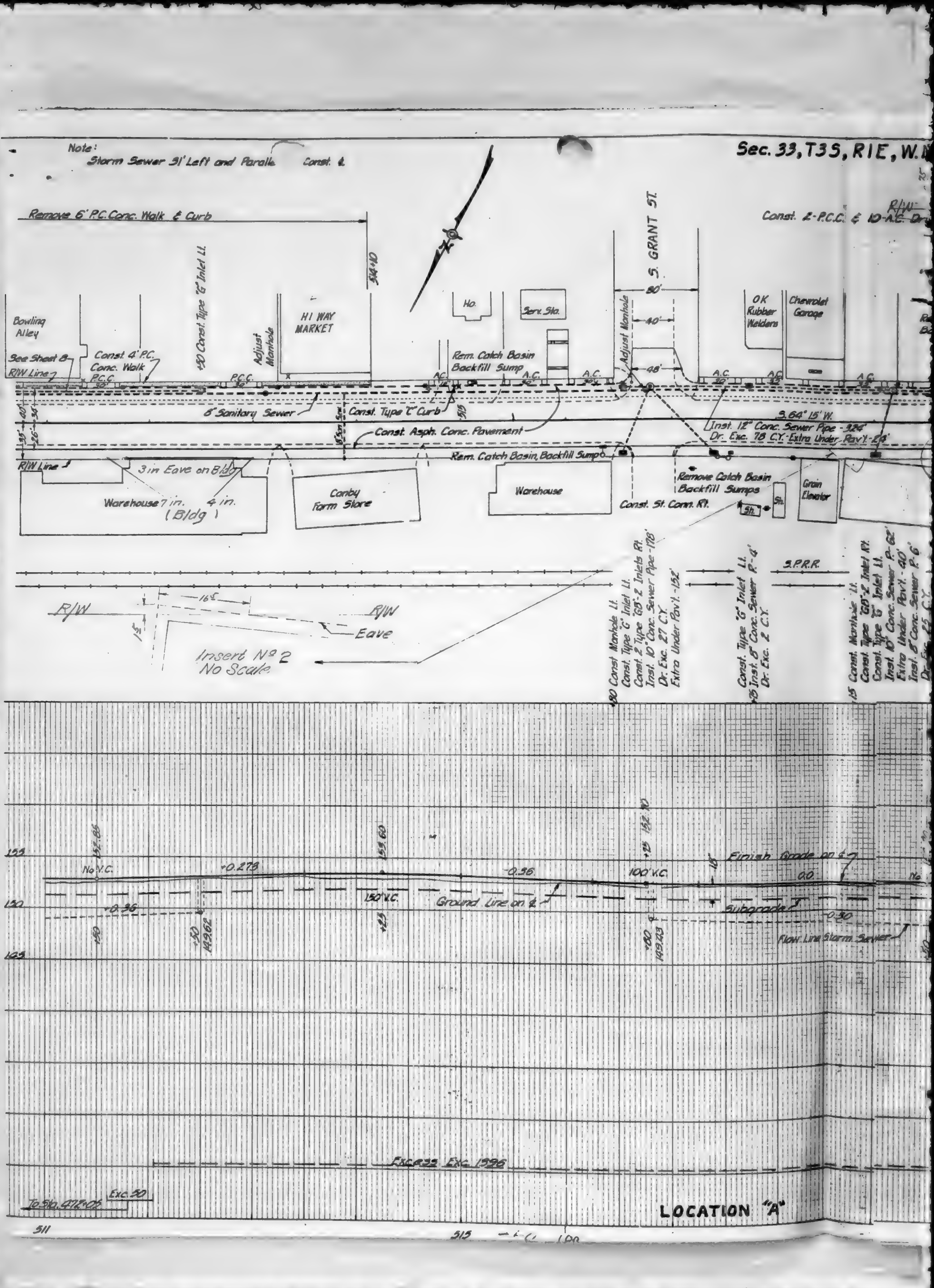
391+75
Const. Rd. Appr. Lt.
Remove 12" Conc. Pipe
Inst. 12" Pipe - 36'
Dr. Exc. 3 C.Y.
R/W Line
390
Ⓐ
393+15.62 P.S.
400' Sp.
S: 4°48'
a: 0.6
395
Exist. 59+62.3 P.C.
R/W ℄
2°00' C.R.
Δ 11°55'
T 302.35
2°24' C.L.
Ta 11°55'
T 449.40
Lsc. 96.53
397+15.62 P.S.C.
398+12.15 P.C.S.
400' Sp
S: 4°48'
a: 0.6
Septic Tank & Drain Field
Ho.
400
Exist. 65+64.0 P.T.
402+12.15 P.T. Bk. = 402+17.51 P.O.T. Ah.
EQUATION
℄ Sec. 27
Access Control Line
405
Construction ℄
R/W ℄
R/W Line
65'
75'
26'
95'
80'
65'
70'
65'
70'
100'
90'
80'
Access Control Line
Const. Asph. Conc. Pavement
Railroad Cabins
Southern P
Joseph Parrott D.L.C. # 43
Walter Fish D.L.C. # 45
← Haul Rd. to R.R. Disposal Area (a)
393+75
Const. Rd. Appr. Rt.
Ⓐ
Extend 18" Conc. Pipe
9' Lt. & 18' Rt.
Dr. Exc. 6 C.Y.
+57
Disposal Area (b)
396+44
Excavation (Location "B")
403+50
WILLAMETTE RIVER
190
180
170
160
150
-0.35
185.26
-0.65
183.64
-1.36
180.24
-3.16
170.96
-5.09
154.87
154.87
153.27
-5.15
151.77
100' V.C.
200' V.C.
200' V.C.
400' V.C.
No V.C.
50' V.C.
+00
+50
+00
+00
+50
+50
94.64'
396+44
403+50
Excess Excavation 19,400
Exc. 1656
Emb. 19
Exc. 114
Emb. 1960
Exc. 5
Exc. 2624
Emb. 2187
Exc. 37
Emb. 31
Exc. 1070
Exc. 1260
Emb. 49
S.O.H. 512 Yd.
S.O.H. 7560 Yd. Sta.
EQUATION
402+12.15 P.T. Bk.
402+17.51 P.O.T. Ah.
LOCATION "A"
Exc. 2787
LOCATION "B"
LOCAT
390
395
400
405

NEW ERA-CANBY SECTION PACIFIC HIGHWAY EAST CLACKAMAS COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-132 (11)		See Index

Revised 7-27-60 Profile



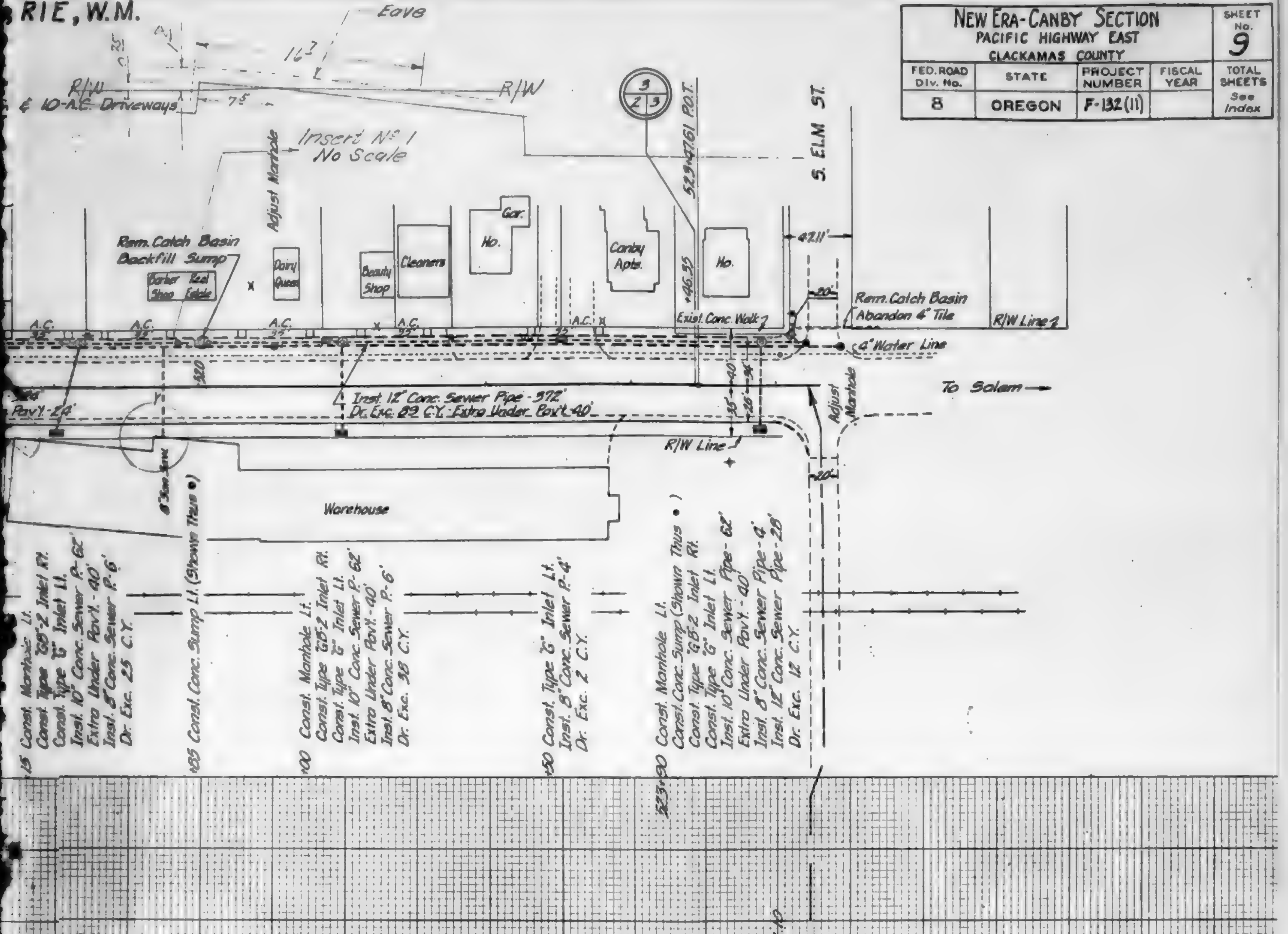
T. 3S., R. 1E., W.M.
37
38
COUNTY ROAD (Paved) "Territorial Road"
A
410+60
Const. Rd. Appr. Lt.
Remove 12" Conc. Pipe
Inst. 12" Pipe - 54'
Dr. Exc. 4 C.Y.
Extend 18" Conc. Pipe - 24' Lt.
Dr. Exc. 5 C.Y.
+90
405
410
415
+83.36
420
80'
80'
30'
26'26'
Remove Bldg. (Clearing & Grubbing)
1/1 2
R/W Line
R/W ℄
S. 34° 17' 30" W.
12" Conc. Pipe in place
R/W Line
SOUTHERN PACIFIC RAILROAD
410+15
Const. Rd. Appr. Rt.
415+10
Const. Rd. Conn. Lt. & Rt.
Inst. 12" Pipe - 80' Lt.
Dr. Exc. 2 C.Y.
150
140
130
120
137.77
50' V.C.
Finish Grade on ℄
1.8'
-0.63
133.99
-0.74
131.03
-0.61
129.20
-0.76
Exc.
+30
Subgrade
No V.C.
Ground Line
No V.C.
100' V.C.
+30
+30
+30
Exc. 161
Emb. 135
3.0 H. 912 Yd. Sta.
Emb. 859
Exc. 1400
See Sht. No. 5
To Sta. 424+15
1.0 H. 16 "C" Yd. Sta.
Exc. 120
To Sta. 424+50
LOCATION "A"
Emb. 1029
To Sta. 425+05
405
410
415
420


Sec. 33, T3S, R1E, W.M.
Note: Storm Sewer 31' Left and Parallel Const. ℄
Remove 6' P.C.C. Conc. Walk & Curb
Const. 2-P.C.C. & 10-A.C. Dr
514+10
S. GRANT ST.
80'
40'
48'
Bowling Alley
+30 Const. Type "G" Inlet Lt.
Adjust Manhole
HI WAY MARKET
Ho.
Serv. Sta.
Adjust Manhole
OK Rubber Welders
Chevrolet Garage
See Sheet 8
R/W Line
Const. 4' P.C. Conc. Walk
P.C.C.
Rem. Catch Basin Backfill Sump
A.C.
6" Sanitary Sewer
Const. Type "C" Curb
Const. Asph. Conc. Pavement
S. 64° 15' W.
Inst. 12" Conc. Sewer Pipe - 324'
Dr. Exc. 78 C.Y. - Extra Under Pav't. - 24'
R/W Line
3 in Eave on Bldg
Warehouse 7 in. 4 in. (Bldg)
Canby Farm Store
Rem. Catch Basin, Backfill Sump
Warehouse
Remove Catch Basin Backfill Sumps
Const. St. Conn. Rt.
Grain Elevator
Sh.
S.P.R.R.
R/W
16'
15'
R/W
Eave
Insert No 2 No Scale
+80 Const. Manhole Lt.
Const. Type "G" Inlet Lt.
Const. 2 Type "GB"-2 Inlets Rt.
Inst. 10" Conc. Sewer Pipe - 178'
Dr. Exc. 27 C.Y.
Extra Under Pav't. - 152'
Const. Type "G" Inlet Lt.
+15 Inst. 8" Conc. Sewer P. - 4'
Dr. Exc. 2 C.Y.
15 Const. Manhole Lt.
Const. Type "GB"-2 Inlet Rt.
Const. Type "G" Inlet Lt.
Inst. 10" Conc. Sewer P. - 62'
Extra Under Pav't. - 40'
Inst. 8" Conc. Sewer P. - 6'
Dr. Exc.
155
150
145
+50 152.86
No V.C.
+0.273
+0.36
+50 149.62
153.60
150' V.C.
+25
-0.36
Ground Line on ℄
+15 152.10
100' V.C.
+00 149.23
Finish Grade on ℄
0.0
Subgrade
-0.30
Flow Line Storm Sewer
Excess Exc. 1996
Exc. 50
To Sta. 477+05
LOCATION "A"
511
515

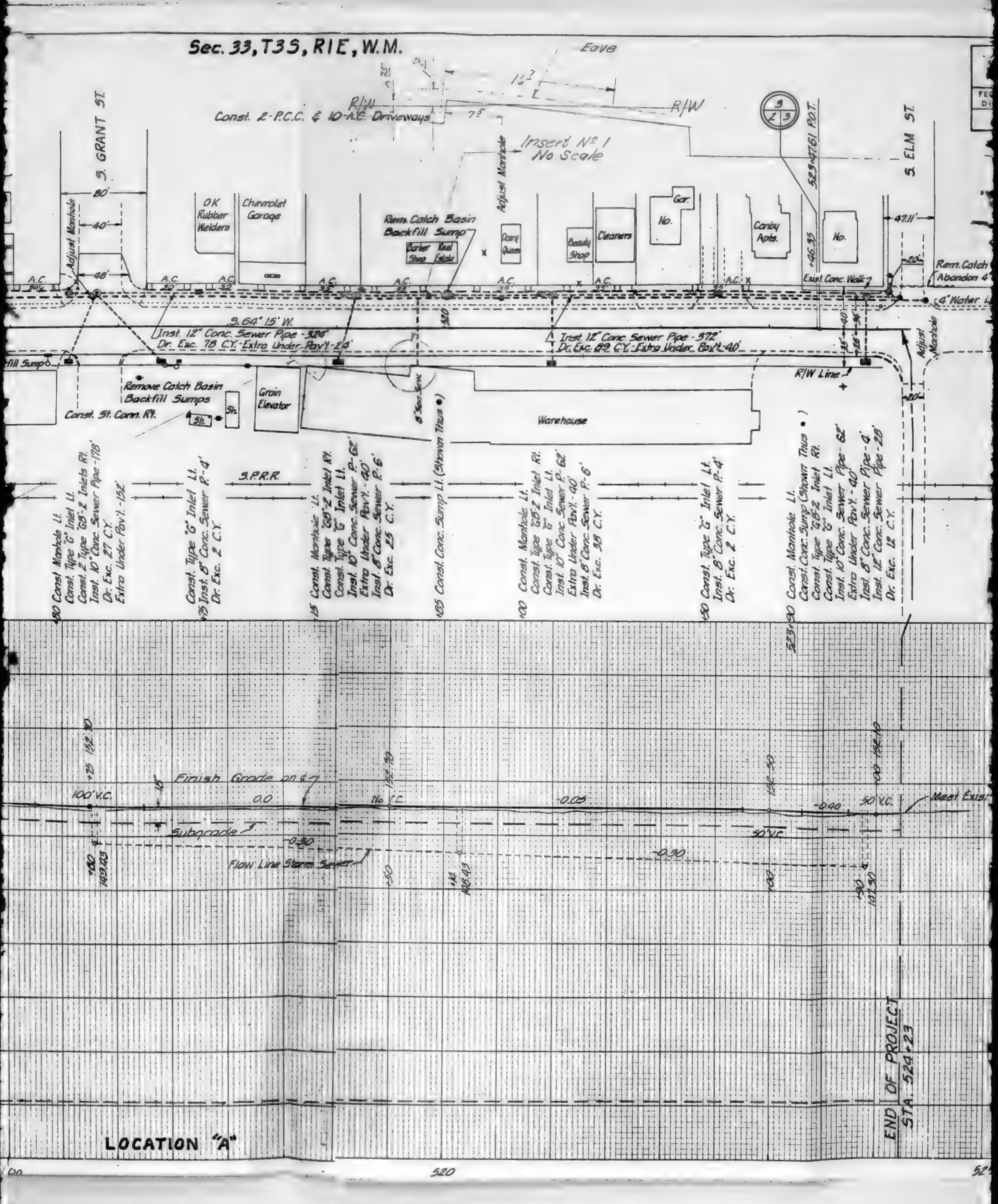
NEW ERA-CANBY SECTION
PACIFIC HIGHWAY EAST
CLACKAMAS COUNTY

SHEET No. 9

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-132(11)		See Index



RIE, W.M.
Eave
16³
7⁵
R/W
R/W
& 10-A.C. Driveways
Insert Nº 1
No Scale
Adjust Manhole
3
2 3
523+47.61 P.O.T.
S. ELM ST.
Rem. Catch Basin
Backfill Sump
Barber Shop
Real Estate
Dairy Queen
Beauty Shop
Cleaners
Ho.
Gar.
Canby Apts.
Ho.
+46.35
42.11'
20'
Rem. Catch Basin
Abandon 4" Tile
R/W Line
Exist. Conc. Walk
4" Water Line
A.C.
To Salem
Inst. 12" Conc. Sewer Pipe - 372'
Dr. Exc. 89 C.Y. - Extra Under Pav't 40'
Pav't 24'
Adjust Manhole
R/W Line
20'
Warehouse
8" Stm. Sewer
15 Const. Manhole Lt.
Const. Type "GS-2" Inlet Rt.
Const. Type "G" Inlet Lt.
Inst. 10" Conc. Sewer P. 62'
Extra Under Pav't 40'
Inst. 8" Conc. Sewer P. 6'
Dr. Exc. 25 C.Y.
+85 Const. Conc. Sump Lt. (Shown Thus ●)
+00 Const. Manhole Lt.
Const. Type "GS-2" Inlet Rt.
Const. Type "G" Inlet Lt.
Inst. 10" Conc. Sewer P. 62'
Extra Under Pav't 40'
Inst. 8" Conc. Sewer P. 6'
Dr. Exc. 38 C.Y.
+50 Const. Type "G" Inlet Lt.
Inst. 8" Conc. Sewer P. 4'
Dr. Exc. 2 C.Y.
523+90 Const. Manhole Lt.
Const. Conc. Sump (Shown Thus ●)
Const. Type "GS-2" Inlet Rt.
Const. Type "G" Inlet Lt.
Inst. 10" Conc. Sewer Pipe 62'
Extra Under Pav't 40'
Inst. 8" Conc. Sewer Pipe 4'
Inst. 12" Conc. Sewer Pipe 28'
Dr. Exc. 12 C.Y.
152.70
No. V.C.
-0.05
152.50
-0.40
+00 152.10
50 V.C.
Meet Exist. Pav't Grade
50 V.C.
155
150
145
-0.30
Storm Sewer
+50
+14 148.43
+00
+90 147.30
END OF PROJECT
STA. 524+23
520
525


Sec. 33, T3S, R1E, W.M.
Eave
R/W
R/W
Const. 2-P.C.C. & 10-A.C. Driveways
Insert No 1
No Scale
Adjust Manhole
S. GRANT ST.
S. ELM ST.
80'
40'
48'
47.11'
20'
OK Rubber Welders
Chevrolet Garage
Rem. Catch Basin Backfill Sump
Barber Shop
Real Estate
Dairy Queen
Beauty Shop
Cleaners
Gar.
No.
Canby Apts.
No.
523+47.61 P.O.T.
Exist. Conc. Walk
Rem. Catch
Abandon 4"
4" Water
S. 64° 15' W.
Inst. 12" Conc. Sewer Pipe - 326'
Dr. Exc. 78 C.Y. - Extra Under Pav't - 28'
Inst. 12" Conc. Sewer Pipe - 372'
Dr. Exc. 89 C.Y. - Extra Under Pav't - 40'
R/W Line
Adjust Manhole
fill Sump
Remove Catch Basin Backfill Sumps
Const. St. Conn. Rt.
Sh.
Sh.
Grain Elevator
8" San. Sew.
Warehouse
S.P.R.R.
+80 Const. Manhole Lt.
Const. Type "G" Inlet Lt.
Const. 2 Type "GB" 2 Inlets Rt.
Inst. 10" Conc. Sewer Pipe - 178'
Dr. Exc. 27 C.Y.
Extra Under Pav't. - 152'
Const. Type "G" Inlet Lt.
+75 Inst. 8" Conc. Sewer P-4'
Dr. Exc. 2 C.Y.
+15 Const. Manhole Lt.
Const. Type "GB"-2 Inlet Rt.
Const. Type "G" Inlet Lt.
Inst. 10" Conc. Sewer P-62'
Extra Under Pav't. - 40'
Inst. 8" Conc. Sewer P-6'
Dr. Exc. 25 C.Y.
+85 Const. Conc. Sump Lt. (Shown Thus ●)
+00 Const. Manhole Lt.
Const. Type "GB"-2 Inlet Rt.
Const. Type "G" Inlet Lt.
Inst. 10" Conc. Sewer P-62'
Extra Under Pav't. - 40'
Inst. 8" Conc. Sewer P-6'
Dr. Exc. 38 C.Y.
+50 Const. Type "G" Inlet Lt.
Inst. 8" Conc. Sewer P-4'
Dr. Exc. 2 C.Y.
523+90 Const. Manhole Lt.
Const. Conc. Sump (Shown Thus ●)
Const. Type "GB"-2 Inlet Rt.
Const. Type "G" Inlet Lt.
Inst. 10" Conc. Sewer Pipe - 62'
Extra Under Pav't. - 40'
Inst. 8" Conc. Sewer Pipe - 4'
Inst. 12" Conc. Sewer Pipe - 28'
Dr. Exc. 12 C.Y.
+25 152.10
100' V.C.
+75
Finish Grade on ℄
0.0
152.10
No V.C.
0.05
152.50
-0.40
+00 152.10
50' V.C.
Meet Exist.
Subgrade
50' V.C.
-0.30
-0.30
Flow Line Storm Sewer
+80 149.23
+50
+14 148.43
+00
+90 147.30
END OF PROJECT
STA. 524+23
LOCATION "A"
520

RECEIVED
APR 29 1963

FOR FILING
F-132(11)
5766

477 Cottage Street N.E.
Salem, Oregon

April 23, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-132(11)
New Era-Canby Section, Pacific Highway East
Final Voucher

The subject voucher has been held for a considerable period of time pending clarification of right-of-way limits.

It is our understanding that the field work, performed by the Division I office in connection with the matter, has been completed. Construction plans indicate encroachments in the vicinity of station 402 and between station 511 and the westerly end of the Project, station 524+23.

May we suggest that revised "as constructed" plan sheets be submitted delineating existing right-of-way limits together with full explanation of the necessity for plan modification. Until these are received we must, necessarily, defer processing of subject voucher.

NOTED
LLOYD P. SHAW

RECEIVED
APR 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
4-29-63

Encl 5786

State 2

Monthly transaction number MAR -7 1963 FOR FILING	For R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project agreement number F-132(11)12 5786	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 2-2-63	County **Clackamas**
		Project number **F-132(11)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **February 20**, 19**61**, is hereby modified as follows:

Revised estimated total cost of project $ **474,092.00**

Revised Federal funds $ **292,738.00**

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **20** day of **February**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stice

ASST. **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By **A. W. Parsons**
Division Engineer

M R Backlund

By: **L. R. Backlund**
Administrative Manager

USComm-DC 11170

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT
Memorandum SHAW

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer DATE: February 12, 1963
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Proposed modification of Federal-aid project agreement

Attached are two copies of a proposed modification of a Federal-aid project agreement for the following project:

F-132(11) New Era-Canby Section of the Pacific Highway

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachments

NOTED
LLOYD P. SHAW

RECEIVED
FEB 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

February 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official for the New Era-Canby Section, Project No. F-132(11).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb

Contract 5786 2-20-61

RECEIVED
MAR 2 1961

FOR FILING
F-132 (11)
5786

Monthly Transaction No.	Form -2 (9- /) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. 8	FEDERAL-AID PROJECT AGREEMENT	County **Clackamas**
		Project No. **F-132(11)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 99 E. New Era to Canby

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	4-13-60	----
Rights-of-Way		
Construction	7-6-60	3.0
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 429,947	$ 266,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official Name of Highway Department)

By ____________________
~~Deputy~~ State Highway Engineer
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ C. G. Polk
Division Engineer

By:
R. C. Wright
Administrative Manager

Date executed by Division Engineer February 20, 1961

USComm-DC 40257

November 23, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement and two copies of Quarterly Federal-Aid Expenditure Project for the New Era-Canby Section, Project No. F-132(11).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:or

Oregon State Highway Department

Federal Aid
Project No. F-132(11)

NEW ERA-CANBY SECTION OF THE PACIFIC
HIGHWAY EAST IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 23, 1960

Type Code P.E.

Preliminary Engineering	All	Required		$ 1,000.00

Type Code 6201
Roadway (Sta. 365+00 to Sta. 524+23)(Contract No. 5726)

Clearing and Grubbing	All	Required		$ 14,000.00
Removal of Concrete and Masonry	All	Required		1,000.00
Drainage Excavation, Unclassified	2,700	cu.yds.	$ 3.00	9,450.00
General Excavation, Location "A", Unclassified	43,000	cu.yds.	.65	27,950.00
General Excavation, Location "B", Unclassified	16,700	cu.yds.	1.65	27,555.00
Short Overhaul	79,000	yd.stas.	.02	1,580.00
Long Overhaul	1,480	C-yd.stas.	.40	592.00
Finishing Roadbed and Slopes	3.01	miles	1,000.00	3,010.00
Rounding Cutbanks	5,000	lin.ft.	.30	1,500.00
12-inch Concrete Pipe	680	lin.ft.	2.40	1,632.00
18-inch Concrete Pipe	290	lin.ft.	4.40	1,276.00
Extra for Pipe Under Pavement	970	lin.ft.	3.50	3,395.00
8-inch Sewer Pipe	66	lin.ft.	1.55	102.30
10-inch Sewer Pipe	960	lin.ft.	1.95	1,872.00
12-inch Sewer Pipe	840	lin.ft.	2.30	1,932.00
15-inch Sewer Pipe	400	lin.ft.	3.15	1,260.00
18-inch Sewer Pipe	1,590	lin.ft.	3.75	5,962.50
21-inch Sewer Pipe	4,700	lin.ft.	4.40	20,680.00
24-inch Corrugated Metal Pipe, Station 444+38	180	lin.ft.	20.00	3,600.00
Concrete Inlets, Type CG-2	10	only	95.00	950.00
Concrete Inlets, Type G	18	only	80.00	1,440.00
6-inch Perforated Metal Drain Pipe, Uncoated	440	lin.ft.	1.50	660.00
Special Backfill in Drains	20	cu.yds.	5.00	100.00
Concrete Manholes	18	only	200.00	3,600.00
Adjustment of Manholes	8	only	30.00	240.00
Concrete Curbs	130	cu.yds.	33.00	4,290.00
Concrete Walks	470	sq.yd.	3.25	1,527.50
Concrete Driveways	280	sq.yd.	4.20	1,176.00
Concrete Sumps	2	only	425.00	850.00
Metal Guard Rail	1,280	lin.ft.	2.23	2,854.40
Guide Posts, Type W-1	134	only	5.70	763.80
Coarse Crushed Material in Base	44,000	ton	1.86	81,840.00
3/4" - 0 Material in Base	10,700	ton	1.86	19,902.00
Sprinkling	2,260	M-gals.	2.00	4,520.00

Preparation of Base	3.01 miles	$ 150.00	$ 451.50
3/4" - 0 Material in Binder Course	310 cu.yd.	3.80	1,178.00
Furnishing and Placing Aggregates	1,240 tons	3.90	4,836.00
RC-3 Asphalt	48 tons	38.00	1,824.00
120-150 Asphalt	90 tons	35.00	3,150.00
RS-2 Asphalt	34 tons	40.00	1,360.00
Extra for Oiling Approaches	20 only	25.00	500.00
Asphaltic Concrete Mixture	17,800 tons	3.90	69,420.00
Asphalt in Mixture	980 tons	29.00	28,420.00
Extra for Paving Approaches	48 only	25.00	1,200.00
			$365,402.00
Flagging (57½% of Contractor's Cost)	All Required		3,500.00
Signing (Temporary)	All Required		400.00
Signing (Permanent)	All Required		350.00
Work by City of Canby (Water Lines)	All Required		6,000.00
Work by City of Canby (Power Lines)	All Required		6,900.00
Seeding and Mulching	All Required		500.00
Revise Traffic Signals	All Required		2,500.00
Work by Southern Pacific Co.	All Required		4,400.00
	Subtotal		$389,952.00
	10% Engr. & Cont.		38,995.00
	Total		$428,947.00

Length of Roadway - - - - - - - - - - - - 3.015 miles
Cost of Roadway per mile- - - - - - - - - $142,270.97

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 600.00	$ 400.00
Roadway	428,947.00	265,400.00	163,547.00
	$429,947.00	$266,000.00	$163,947.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

NEW ERA-CANBY SECTION

Project No. F-132(11)

Estimated cost of work by the City of Canby

Power and Light Facilities			
Labor		$5,100.00	
Materials		650.00	
Equipment		750.00	
Contingencies		900.00	
System Betterment Credit		500.00	Cr.
		$6,900.00	
	Use	$6,900.00	

Water Facilities			
Labor		$4,000.00	
Materials		850.00	
Equipment		550.00	
Contingencies		800.00	
System Betterment Credit		200.00	Cr.
		$6,000.00	
	Use	$6,000.00	

Estimated cost of work by Southern Pacific Co.

Raise Tracks at Crossing		
Labor		$3,070.00
Materials		470.00
Relocate Signals		925.00
		$4,465.00
	Use	$4,400.00

Oregon State Highway Department

Federal Aid
Project No. F-132(11)

NEW ERA-CANBY SECTION OF THE PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 1, 1960

Type Code P.E.

Preliminary Engineering	All	Required		$ 1,000.00

Type Code 6201
Roadway (Sta. 365+00 to Sta. 524+23)

Clearing and Grubbing	All	Required		$ 7,500.00
Removal of Concrete and Masonry	All	Required		1,000.00
Drainage Excavation, Unclassified	2,700	cu. yd.	$ 3.00	8,100.00
General Excavation, Location "A" Unclassified	43,000	cu. yd.	0.50	21,500.00
General Excavation, Location "B" Unclassified	16,700	cu. yd.	1.50	25,050.00
Short Overhaul	79,000	yd. sta.	0.015	1,185.00
Long Overhaul	1,480	C-yd. sta.	0.40	592.00
Finishing Roadbed and Slopes	3.01	mile	1,200.00	3,612.00
Rounding Cutbanks	5,000	lin. ft.	0.20	1,000.00
12-inch Concrete Pipe	680	lin. ft.	2.00	1,360.00
18-inch Concrete Pipe	290	lin. ft.	4.00	1,160.00
Extra for Pipe Under Pavement	970	lin. ft.	4.00	3,880.00
8-inch Sewer Pipe	66	lin. ft.	1.50	99.00
10-inch Sewer Pipe	960	lin. ft.	2.00	1,920.00
12-inch Sewer Pipe	840	lin. ft.	2.50	2,100.00
15-inch Sewer Pipe	400	lin. ft.	3.25	1,300.00
18-inch Sewer Pipe	1,590	lin. ft.	3.75	5,962.50
21-inch Sewer Pipe	4,700	lin. ft.	4.50	21,150.00
24-inch Corrugated Metal Pipe, Station 444+38	180	lin. ft.	15.00	2,700.00
Concrete Inlets, Type GB-2	10	only	90.00	900.00
Concrete Inlets, Type G	18	only	90.00	1,620.00
6-inch Perforated Metal Drain Pipe, Uncoated	440	lin. ft.	2.00	880.00
Special Backfill in Drains	20	cu. yd.	6.00	120.00
Concrete Manholes	18	only	300.00	5,400.00
Adjustment of Manholes	8	only	50.00	400.00
Concrete Curbs	130	cu. yd.	45.00	5,850.00
Concrete Walks	470	sq. yd.	4.50	2,115.00
Concrete Driveways	280	sq. yd.	5.00	1,400.00
Concrete Sumps	2	only	500.00	1,000.00
Metal Guard Rail	1,280	lin. ft.	3.00	3,840.00
Guide Posts, Type W-1	134	only	6.00	804.00
Coarse Crushed Material in Base	44,000	ton	1.65	72,600.00
3/4" - 0 Material in Base	10,700	ton	1.75	18,725.00
Sprinkling	2,260	M-gal.	3.00	6,780.00

Preparation of Base	3.01 mile	$ 400.00	$ 1,204.00
3/4" - 0 Material in Binder Course	310 cu. yd.	3.75	1,162.50
Furnishing and Placing Aggregates	1,240 ton	3.75	4,650.00
RC-3 Asphalt	48 ton	40.00	1,920.00
120-150 Asphalt	90 ton	38.00	3,420.00
RS-2 Asphalt	34 ton	40.00	1,360.00
Extra for Oiling Approaches	20 only	30.00	600.00
Asphaltic Concrete Mixture	17,800 ton	3.75	66,750.00
Asphalt in Mixture	980 ton	36.00	35,280.00
Extra for Paving Approaches	48 only	30.00	1,440.00
			$351,391.00
Flagging (57½% of Contractor's Cost)	All Required		3,500.00
Signing Temporary	All Required		400.00
Signing Permanent	All Required		350.00
Work by City of Canby (Water Lines)	All Required		400.00
Work by City of Canby (Power Lines)			3,500.00
Seeding and Mulching	All Required		500.00
Revise Traffic Signals	All Required		2,500.00
Work by Southern Pacific Co.	All Required		6,000.00
	Subtotal		$368,541.00
	10% Engr. & Cont.		36,854.00
	Total		$405,395.00

Length of Roadway . . . . 3.015 Miles
Cost of Roadway Per Mile. $134,459.36

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 600.00	$ 400.00
Roadway	405,395.00	245,400.00	159,995.00
	$406,395.00	$246,000.00	$160,395.00

Oregon State Highway Department

Federal Aid
Project No. F-132(11)

NEW ERA-CANBY SECTION
OF THE PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 27, 1960

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 1,000.00

Type Code 6201
Roadway (Sta. 365+00 to Sta. 524+23)

Clearing and Grubbing	All	Required	$	$ 7,500.00
Removal of Concrete and Masonry	All	Required		1,000.00
Drainage Excavation, Unclassified	2,700	cu.yd.	3.00	8,100.00
General Excavation, Location "A" Unclassified	43,000	cu.yd.	0.60	25,800.00
General Excavation, Location "B" Unclassified	16,700	cu.yd.	1.50	25,050.00
Short Overhaul	79,000	yd.sta.	0.015	1,185.00
Long Overhaul	1,480	C-yd.sta.	0.40	592.00
Finishing Roadbed and Slopes	3.01	mile	1,200.00	3,612.00
Rounding Cutbanks	5,000	lin.ft.	0.20	1,000.00
12-inch Concrete Pipe	680	lin.ft.	2.00	1,360.00
18-inch Concrete Pipe	290	lin.ft.	4.00	1,160.00
Extra for Pipe Under Pavement	970	lin.ft.	4.00	3,880.00
8-inch Sewer Pipe	66	lin.ft.	1.50	99.00
10-inch Sewer Pipe	960	lin.ft.	2.00	1,920.00
12-inch Sewer Pipe	840	lin.ft.	2.50	2,100.00
15-inch Sewer Pipe	400	lin.ft.	3.25	1,300.00
18-inch Sewer Pipe	1,590	lin.ft.	3.75	5,962.50
21-inch Sewer Pipe	4,700	lin.ft.	4.50	21,150.00
24-inch Corrugated Metal Pipe, Station 444+38	180	lin.ft.	15.00	2,700.00
Concrete Inlets, Type GB-2	10	only	90.00	900.00
Concrete Inlets, Type G	18	only	90.00	1,620.00
6-inch Perforated Metal Drain Pipe, Uncoated	440	lin.ft.	2.00	880.00
Special Backfill in Drains	20	cu.yd.	6.00	120.00
Concrete Manholes	18	only	300.00	5,400.00
Adjustment of Manholes	8	only	50.00	400.00
Concrete Curbs	130	cu.yd.	45.00	5,850.00
Concrete Walks	470	sq.yd.	4.50	2,115.00
Concrete Driveways	280	sq.yd.	5.00	1,400.00
Concrete Sumps	2	only	500.00	1,000.00
Metal Guard Rail	1,280	lin.ft.	3.00	3,840.00

Guide Posts, Type W-1	134	only	$6.00	$ 804.00
Coarse Crushed Material in Base	44,000	ton	1.75	77,000.00
3/4" - 0 Material in Base	10,700	ton	1.95	20,865.00
Sprinkling	2,260	M-gal.	3.00	6,780.00
Preparation of Base	3.01	mile	400.00	1,204.00
3/4" - 0 Material in Binder Course	310	cu.yd.	3.75	1,162.50
Furnishing and Placing Aggregates	1,240	ton	3.75	4,650.00
RC-3 Asphalt	48	ton	40.00	1,920.00
120-150 Asphalt	90	ton	38.00	3,420.00
RS-2 Asphalt	34	ton	40.00	1,360.00
Extra for Oiling Approaches	20	only	30.00	600.00
Asphaltic Concrete Mixture	17,800	ton	4.00	71,200.00
Asphalt in Mixture	980	ton	36.00	35,280.00
Extra for Paving Approaches	48	only	30.00	1,440.00
				$366,681.00
Flagging (57½% of Contractor's Cost)	All Required			3,500.00
Signing (Temporary)	All Required			400.00
Signing (Permanent)	All Required			350.00
Work by City of Canby (Water Lines)	All Required			400.00
Work by City of Canby (Power Lines)	All Required			3,500.00
Seeding and Mulching	All Required			500.00
Revise Traffic Signals	All Required			2,500.00
Work by Southern Pacific Co.	All Required			6,000.00
	Subtotal			$383,831.00
	10% Engr. & Cont.			38,383.00
			Total	$421,764.00

Length of Roadway - - - - - 3.015 Miles
Cost of Roadway Per Mile- - $139,888.55

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 600.00	$ 400.00
Roadway	421,764.00	256,400.00	165,364.00
	$422,764.00	$257,000.00	$165,764.00

RECEIVED
JUL 31 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5746

July 27, 1962

Shuler, Sayre, Winfree and Rankin
Attorneys at Law
Oregon Bank Building
Portland 4, Oregon

Attention: Mr. Michael J. Walsh

Gentlemen:

I have discussed your request for daily records on the New Era-Canby road project with our Legal Department. They recommend that you submit a request through Mr. Leonard I. Lindas, Chief Counsel, State Highway Commission, stating exactly what portions of the records you wish to use and that he will take whatever action is necessary regarding this request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

FDM:fp

cc R. L. Porter
L. I. Lindas

RECEIVED
JUL 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
JUL 31 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

3176

July 27, 1962

Shuler, Sayre, Winfree and Rankin
Attorneys at Law
Oregon Bank Building
Portland 4, Oregon

Attention: Mr. Michael J. Walsh

Gentlemen:

I have discussed your request for daily records on the New Era-Canby road project with our Legal Department. They recommend that you submit a request through Mr. Leonard I. Lindas, Chief Counsel, State Highway Commission, stating exactly what portions of the records you wish to use and that he will take whatever action is necessary regarding this request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

FDM:fp

cc R. L. Porter
L. I. Lindas

RECEIVED
JUL 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

LAW OFFICES
SHULER, SAYRE, WINFREE & RANKIN
OREGON BANK BUILDING
PORTLAND 4, OREGON

JOHN W SHULER
PAUL A SAYRE
HERBERT W WINFREE
HOWARD A RANKIN
ROBERT L MYERS
MICHAEL J WALSH
RONALD B. LANSING

CAPITOL 8 6688

July 26, 1962

Mr. Edwin A. Pease
Construction Office
State Highway Department
Salem, Oregon

Dear Mr. Pease:

We are informed by the State Highway Engineer's Office in Milwaukie daily records of the New Era-Canby Road project of last summer would be in your files.

We are attorneys representing Warren Northwest, general contractors on the project.

May we have copies of the daily records for the period between September 13 and September 20, 1961. Please bill us for same.

Thank you.

Sincerely,

SHULER, SAYRE, WINFREE & RANKIN

Michael J Walsh
Michael J. Walsh

MJW/kk

CONSTRUCTION DIVISION
[illegible]
JUL 27 1962
NOTED ☐ ☐ ☐ ☐
ACE ACE CUE

RECEIVED
MAY 28 1962
FOR FILING
F-132(11)
5786

May 28, 1962

Federal Insurance Co.,
Bonding Department
417 Norton Bldg.,
Seattle 4, Washington

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5786, awarded to Warren Northwest, Inc., for grading-paving the New Era-Canby Section of Pacific Highway East in Clackamas County.

This contract was completed on December 28, 1961 and was accepted by the Highway Commission on March 2, 1962. Final payment in the amount of $12,129.14 will be released to the contractor on or after June 5, 1962. The total contract amount is $393,972.93, of which amount $12,241.90 represents force account items.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

cc: Warren Northwest, Inc.,
P. O. Box 5072
Portland 13
Oregon

RECEIVED
FORM 2-122X 100M 4-62
MAY 7 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

5786

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 3, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Documentation of Additional Compaction
New Era-Canby Section
Pacific Highway East
Project F-132(11)

Dear Sir:

In response to your letter of March 22, 1962, requesting documentation of corrective action taken where prior tests showed insufficient compactive effort, we submit to you herewith lab reports of recently made tests. We have made four tests of subgrade compaction and three tests of asphaltic concrete compaction, all of which indicate full compliance with the specifications. The subgrade compaction tests were made by our Division Office personnel, and the asphaltic concrete compaction tests were made by our Central Laboratory personnel.

Our resident engineer, when he got the reports during construction that insufficient compaction was being secured, required the necessary additional compactive effort, but for some unknown reason our records failed to show that this work had, in fact, been done.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:fp

Enclosures

cc Forrest Cooper
R. L. Porter
A. E. Johnson
G. W. Harra

NOTED
FORREST COOPER

RECEIVED
MAY 4 1962
OFFICE OF
STATE HIGHWAY ENGINEER

E-900

DISTRIBUTION:
CONSTRUCTION ENGINEER - WHITE
DIVISION ENGINEER - BLUE
RESIDENT ENGINEER - YELLOW
RETAIN IN BOOK - BUFF

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
REPORT OF MOISTURE, AND DENSITY DETERMINATION OF SOILS

HIGHWAY 99 E SECTION New Era - Canby CONTRACT No. 5786 DATE 4-18-62
COUNTY Clackamas RESIDENT ENGINEER Cornett CONTRACTOR Warren Northwest
PREFIX 3-1079-900 WEIGHT OF MOLD AND BASE 9.7 lbs. VOL. OF MOLD 1/30 OR .0333 CU. FT.

TEST NO	MOISTURE DETERMINATION WEIGHT IN GRAMS WGHT. OF PAN						VOLUME OF HOLE					DENSITY DETERMINATION								LOCATION OF TEST STATION		RELATION TO GRADE
	1	WET SOIL AND PAN 2	DRY SOIL AND PAN 3	WATER 4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
SD-72						19.6					.0604					106.6	105.4	101	95	379+00	25'	-0.6 to -1.2
Mold						19.6					1/30					105.4				" "	"	" "
SD-73						20.0					.0646					99.3	105.0	95	95	" "	"	-1.3' to -1.9'
Mold.						20.0					1/30					105.0				" "	"	" "
SD-73A						26.4					.0427					90.8	94.9	96	95	383+00	38'	-0.5 to -1.1
Mold						26.4					1/30					94.9				" "	"	" "

DRY WEIGHT OF SOIL LBS/CU FT

Field mold dry densities are used as a basis of comparison. Tests were made to determine if densities had been improved since last tests during construction. Following are results of prior tests.

Date	Sta.	% Compaction
10-18-40	379+00	82
10-18-40	383+00	81

PER CENT MOISTURE

TYPE OF SOIL Clayey Sandy Silt ("ML") to Silty Sand ("SM")

COMPACTION EQUIPMENT

REMARKS

COL. 5 = COL. 3 - COL. 1 $\quad$ COL. 6 = $\frac{\text{COL. 4}}{\text{COL. 5}} \times 100$ $\quad$ COL. 11 = $\frac{\text{COL. 9}}{\text{COL. 10}}$ $\quad$ COL. 15 = $\frac{\text{COL. 14}}{\text{COL. 11}}$

COL. 16 = $\frac{\text{COL. 15}}{\text{COL. 6} + 100} \times 100$ $\quad$ COL. 18 = $\frac{\text{COL. 16}}{\text{COL. 17}} \times 100$

Rolly Call
SOIL INSPECTOR OR ENGR.

E-300

DISTRIBUTION.
CONSTRUCTION ENGINEER—WHITE
DIVISION ENGINEER—BLUE
RESIDENT ENGINEER—YELLOW
RETAIN IN BOOK—BUFF

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
REPORT OF MOISTURE, AND DENSITY DETERMINATION OF SOILS

HIGHWAY 99 E SECTION New Era - Canby CONTRACT No. 5786 DATE 4-18-62
COUNTY Clackamas RESIDENT ENGINEER Cornett CONTRACTOR Warren Northwest
PREFIX 3-1079-900 WEIGHT OF MOLD AND BASE 9.7' VOL OF MOLD 1/30 OR .0333 CU FT

	MOISTURE DETERMINATION						VOLUME OF HOLE					DENSITY DETERMINATION								LOCATION OF TEST				
	WEIGHT IN GRAMS						POUNDS			CU FT		WEIGHT IN LBS			WEIGHT LBS PER CU FT									
TEST NO.	WGHT. OF PAN	WET SOIL AND PAN	DRY SOIL AND PAN	WATER	DRY SOIL	% MOISTURE	CONTAINER AND SAND BEFORE	CONTAINER AND SAND AFTER	SAND LEFT IN TEST HOLE	WGHT OF SAND SEE INST	TEST HOLE OR MOLD	WET WGHT OF SOIL AND CONTAINER OR MOLD	WGHT OF CONTAINER OR MOLD	WET WGHT OF SOIL FROM HOLE OR MOLD	WET WGHT OF SOIL	DRY WGHT OF SOIL	MAX DENSITY FROM CURVE	% COMPACTION	% COMPACTION SPECIFIED	STATION	C/L	DIST LT	DIST RT	RELATION TO GRADE
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19					
50-TT						21.2					.0469					102.1	104.0	98	95	393+00			40'	-0.5' to -1.1'
Mold.						21.2					1/30					104.0				" "			"	" "

Field mold dry densities are used as a basis of comparison. Tests were made to determine if densities had been improved since last tests during construction. Following are results of prior tests.

Date	Sta	% Compaction
10-10-60	393+00	96

DRY WEIGHT OF SOIL LBS/CU. FT.

PER CENT MOISTURE

TYPE OF SOIL Clayey Sandy Silt.

COMPACTION EQUIPMENT

REMARKS

COL. 5 = COL. 3 — COL. 1 COL. 6 = $\frac{\text{COL. 4}}{\text{COL. 5}} \times 100$ COL. 11 = $\frac{\text{COL. 9}}{\text{COL. 10}}$ COL. 15 = $\frac{\text{COL. 14}}{\text{COL. 11}}$

COL. 16 = $\frac{\text{COL. 15}}{\text{COL. 6} + 100} \times 100$ COL. 18 = $\frac{\text{COL. 16}}{\text{COL. 17}} \times 100$

Rolly Call
SOIL INSPECTOR OR ENGR

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

Laboratory Report

Project New Era - Canby Section
Highway Pacific East
Contractor or Foreman Warren Northwest, Inc.
Contract No. 5786
Submitted by R. Van Pelt
Paving Crew No.

Prefix No. 3-1079
County Clackamas
F.A. Project No. F-132(11)
Date reported May 2, 1962

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type A/C
Asphaltic cement
Grade
Weather
Date laid
Sampled by Van Pelt, Mtls. Div.
Remarks:

Mixture B; Top
Location Sta. 423, South, Left
Average thickness
Date received May 1, 1962

TEST RESULTS

Laboratory No. 591473
Data Sheet No. A-6-T

Screen opening: Square

Granulometric analysis

Retained on *Per cent single sieve*

1½"
1"
¾"
½"
¼"
No. 4
No. 10
No. 40
No. 80
No. 200
Pass No. 200
A/C

Core Sample

Specific gravity in place 2.25
Specific gravity recompacted 2.40
Percent relative compaction 93.8
Real specific gravity
Percent voids after recompaction
V. M. A.
Thickness 2.0"
Date sampled May 1, 1962

Remarks

RECOMMENDATIONS

TEST BEFORE DISTRIBUTION

x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Johnson
x Resident Engineer Cornett
Dist. Maint. Supt.
Foreman
x Files
x Van Pelt

State Printing 30672

G. W. Harra
Engineer of Materials

Form E-86—80M 10-61

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

Laboratory Report

Project ~~[illegible]~~ **New Era - Canby Section**
Highway **Pacific East**
Contractor or Foreman **Warren Northwest, Inc.**
Contract No. 5786
Submitted by **R. Van Pelt**
Paving Crew No.

Prefix No. **3-1079**
County **Clackamas**
F.A. Project No. **F-132(11)**
Date reported **May 2, 1962**

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type **A/C**
Asphaltic cement
Grade
Weather
Date laid
Sampled by **Van Pelt, Mtls. Div.**
Remarks:

Mixture **B-Top**
Location **Sta. 486+50, North Bound, Left**
Average thickness
Date received **April 25, 1962**

TEST RESULTS

Laboratory No. **590779**
Data Sheet No. **A-1-T**

Screen opening: Square

Granulometric analysis:

Retained on	*Per cent single sieve*
1½"	
1"	
¾"	
½"	
¼"	
No. 4	
No. 10	
No. 40	
No. 80	
No. 200	
Pass No. 200	
A/C	

Core Sample

Specific gravity in place	2.19
Specific gravity recompacted	2.38
Percent relative compaction	92.0
Real specific gravity	
Percent voids after recompaction	
V. M. A.	
Thickness	1.9"
Date sampled	April 27, 1962

Remarks

RECOMMENDATIONS

TEST BEFORE DISTRIBUTION
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Johnson
x Resident Engineer Cornett
Dist. Maint. Supt.
Foreman
x Files
x Van Pelt

Engineer of Materials

B

Form E-86 20M -10-61

OR[illegible]ON STATE HIGHWAY DEPA[illegible]TME[illegible]
MATERIALS DIVISION
Laboratory Report

Project New Era - Canby Section
Highway Pacific East
Contractor or Foreman Warren Northwest, Inc.
Contract No. 5786
Submitted by R. VanPelt
Paving Crew No.

Prefix No. 5-1079
County Clackamas
F.A. Project No. F-132(11)
Date reported May 2, 1962

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type A/C
Asphaltic cement
Grade
Weather
Date laid
Sampled by Van Pelt, Mtls. Div.
Remarks

Mixture B. Top
Location Sta. 486+50, North Bound, Right
Average thickness
Date received April 25, 1962

TEST RESULTS

Laboratory No. 590778
Data Sheet No. ~~xxxx~~ A-2-T

Screen opening: Square

Granulometric analysis
Retained on Percent retained sieve

1½"
1"
¾"
½"
¼"
No. 4
No. 10
No. 40
No. 80
No. 200
Pass No. 200
A/C

Core Sample

Specific gravity in place	2.23
Specific gravity recompacted	2.41
Percent relative compaction	92.5
Real specific gravity	
Percent voids after recompaction	
V. M. A.	
Thickness	1.4"
Date sampled	April 27, 1962

Remarks

RECOMMENDATIONS

TEST BEFORE DISTRIBUTION
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Johnson
x Resident Engineer Cornett
Dist. Maint. Supt
Foreman
x Files
x Van [illegible]

G. W. Harra
Engineer of Materials

FORM CD-121
(9-22-59)

AR 23 19

UNITED ST ES GOVERNMENT

Memorandum

.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

5486

DATE: March 22, 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec, Acting Division Engineer

SUBJECT: Oregon Project F-132(11)
New Era - Canby Section

On November 22, 1961 our area engineer made a semi-final inspection of subject project. Three copies of the covering inspection report are attached for your information.

Comments, by our Washington office, on that report were made in a memorandum to the Regional Engineer dated March 13, 1962, three copies attached.

It will be noted that, in the opinion of our area engineer, the records available to him at the time and place of inspection were such that a question of adequate documentation of corrective action taken was raised.

It is quite possible that your Division I Soils and Geology section and your Central Laboratory will be able to furnish further data which will meet the indicated need.

Attachments

copy To Morgan
with 2 copies of attachments
MAR 23 1962

RECEIVED
MAR 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. B. M. French, Regional Engineer
Portland, Oregon

March 13, 1962

G. M. Williams, Director of Engineering
32-30 By: M. B. Christensen, Chief
Construction and Maintenance Division

Oregon Project F-132(11)

Reference is made to the semi-final construction inspection report prepared by Mr. W. H. Schvissov on November 22, 1961, for the subject project.

The report states that compaction tests of embankment were made and generally indicated that the specified compaction was not attained on first sampling in several cases. A further statement reveals that it was "reported" that such areas were subjected to further compaction prior to placement of the base course, but that results of the additional compaction does not seem to be fully documented.

In regard to the asphaltic concrete a further statement is noted to the effect that " * * * and in this case too, further rolling was required, it is reported, where compaction below the required 92% of laboratory compaction was found." On the basis of this statement we presume that no additional tests were made and documented to show compliance with the density requirements after applying additional rolling.

Please advise as to whether this deficiency in documentation of test results has been called to the attention of the State and, if so, the nature of corrective action proposed, or accomplished.

PR 33A
1-59)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

SEMI-FINAL ~~INTERMEDIATE~~ CONSTRUCTION INSPECTION REPORT

on No. 8	Report No. 5	County Clackamas	State Oregon
Date of inspection 11-22-61	Inspection made by W. H. Schmiesow, Area Engineer		Project No F-132(11)
In company with C. Cornett, Resident Engineer			

Quality of work Satisfactory	Progress of work Satisfactory	Time elapsed 86 %	Work completed 99 %	Est. compl. end of month 99 %

Remarks: (1) Completed work; (2) Work in progress; (3) Comments and recommendations

NEW ERA - CANBY

1. COMPLETED WORK:

All contract items except minor cleanup and some dressing of slopes completed.

2. WORK IN PROGRESS:

Small crew dressing slopes in Canby.

3. COMMENTS AND RECOMMENDATIONS:

Work proceeded normally through the construction season after settlement of the statewide strike of operating engineers which ended on August 14. Pavement on the main stem was completed on November 2, and the balance of the paving work, shoulders and approaches, on November 8. Also, on that date, lane striping by State force, was completed and traffic has enjoyed full use of the new facility since then.

Record samples of the crushed stone base course were taken by Division Soil and Geology personnel and the asphaltic concrete paving samples were taken and tested by State Central Laboratory personnel. Compaction tests of embankment in place were made and in general indicated that specified compaction was not attained on first sampling in several cases. It is reported that such areas were subjected to further compactive effort before placement of the crushed stone base course. The record, however, does not seem to be fully documented in this respect.

Compaction tests of the asphaltic concrete pavement were generally satisfactory and in this case too, further rolling was required, it is reported, where compaction below the required 92% of laboratory compaction was found.

The 28-day strength (compression) of concrete in curbs, also in some cases, was found to be below the 3300# specified. The State is studying the matter to determine the action to be taken.

Laboratory test reports were reviewed. Materials actually incorporated in the work were within specifications or within reasonable and normal tolerances acceptable for the use intended.

Measurements were made of the shoulder widths, right side, plan - 10' normal. The longitudinal joint, generally followed by the State force striping crew,

(more)

indicated that the 10' width had been constructed. Some deviation from this procedure was noted and whenever it occurred the effect was to reduce shoulder width slightly at the same time of course increasing the travel-lane width by an equal amount.

Submission of the final report will be deferred until the State advises that all work, including seeding and mulching, by State force, has been completed.

Due to the lateness of the season, the planned oil mat shoulders were deleted and they were paved with asphaltic concrete instead. This decision was made as it was considered to be in the public interest to complete the project and open it for full traffic use before the coming winter. One result was to increase the tonnage of asphaltic concrete needed to complete the project. Deletion of the oil mat reduced those quantities.

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 12, 1962

Section New Era – Canby

Kind of work Grading & Paving

Highway Pacific East County Clackamas

Section prefix 3-1079

Contractor Warren Northwest, Inc.

Contract number 5786

Date of contract August 26, 1960

Specified work days 165

Date work started September 8, 1960

Work days used 149

Project authorization $ 461,883.53

Exclusive of engineering $ 416,883.59

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering $ 416,683.69

Estimated per cent overrun ~~or underrun~~ 0.7 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 45,000.00

Engineering cost to date $ 48,250, 107 %

Date project was completed December 28, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
			Completed			

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted to division office this week.

CONSTRUCTION DIVISION
RECEIVED
JAN 15 1962
NOTED

NOTED
R. L. PORTER

Noted

Signed Robert P. Putnam

Address P.O.Box 4099, Portland 2

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.01	3.01			3.01
Miles partially completed					
Miles completed	3.01	3.01			3.01
Total estimated quantities (contract)	59,700	56,700			17,800
Total quantities corrected to date	55,500	59,640			19,578
Estimated quantities moved or placed to date	55,500	59,640			19,578
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JAN 4 1962
FOR FILING

5786

January 3, 1962

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Mr. Kilborn:

This is to advise you that work was completed December 28, 1961, on the New Era-Canby Section in Clackamas County, State Highway Contract No. 5786.

Agreement with your company is involved in connection with work on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

cc: C. H. Maison

RECEIVED
JAN 4 1962
FOR FILING

5786

January 3, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 28, 1961, on Contract No. 5786, New Era-Canby Section, in Clackamas County, in connection with Federal Aid Project No. F-132(11).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

cc: H. S. Cox

F-132(11) New Era-Canby Sec., 1960
Pacific Hwy. East
#5786 Folder # 1

C&A 2256 7 14 60

RECEIVED
18 1961
FOR FILING

FORM CD-121
(9-22-59)

UNITED ST[illegible]S GOVERNMENT

Memorandum

[illegible]. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 14, 1961

5786

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

CGPolk

SUBJECT: Oregon Project F-132(11)
New Era-Canby Section
Pacific Highway, East

Reference is made to Mr. Harra's letter dated December 13, 1961 concerning compressive strength test results, concrete curbs and sidewalks, subject project.

We, also, are of the opinion that your test of cores (lowest strength 2907 p.s.i., specified strength 3300 p.s.i. at 28 days) indicates that, for the use intended, adequate strength has been attained. Our acceptance of this difference as a reasonable tolerance in the instant case is by no means to be regarded as setting a precedent.

Morgan
Harra
Young

RECEIVED
DEC 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
C 11 1961
FOR FILING

5786

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1961

SUBJECT: Canby - New Era
F-132(11) Contract # 5786

To:
Mr. C.G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Reference concrete in curbs and sidewalks subject project. Average compressive strength of 2795 p.s.i. 28 days, of cylinders cast during construction, failed to meet 3300 p.s.i. as specified. Cores were taken from the completed work and tested, the lowest strength being 2807 p.s.i.

Visual examination of the completed work and the concrete of the broken cores seems to indicate concrete of satisfactory quality for the use intended.

Since no remedial or corrective measures can now be employed to produce concrete of greater strength, it is requested that the specified strength requirement be modified so as to allow acceptance of this work

Very truly yours,

G W Harra
G. W. HARRA
Engineer of Materials

c.c. Edwards
Porter
Klaboe

RECEIVED
DEC 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 27 1961
FOR FILING

5786

November 27, 1961

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization for Contract No. 5786, the New Era-Canby Section of the Pacific Highway East in Clackamas County is anticipated. This project is under contract to Warren Northwest, Inc., of Portland.

The original authorization was $430,452.25. The present anticipated cost is $461,683.53, indicating an overrun of $31,231.28 or 7.25 per cent.

The major causes of the overrun are that the utilities owned by the City of Canby cost considerably more to adjust than had been anticipated, a change was made from oiled to paved shoulders, the traffic signal at Canby had to be revised, and the engineering overrun due to the strike last summer, which prolonged the project about six weeks.

This request for an additional project authorization will be presented to you at the December 6 meeting and I recommend your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

by

Forrest Cooper
Deputy State Highway Engineer

cc Tom Edwards
R. L. Porter

CHB:fp fn

FORM E-30 50M 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1961

SUBJECT: Overrun of Project Authorization
New Era-Canby Section
Pacific Highway East
Contract No. 5786

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Attached is a Report on Expected Overrun of Project Authorization on Contract No. 5786, the New Era-Canby Section of the Pacific Highway East in Clackamas County. This project is under contract to Warren Northwest, Inc., of Portland. The original project authorization was $430,652.25. The present anticipated cost is $461,883.53, indicating an overrun of $31,231.28 or 7.25 per cent. The major reasons for the overrun are enumerated below:

1. The adjustment of the water and power lines owned by the City of Canby cost slightly over four times the $3,900 amount set up in the project authorization. The original estimate was based on the assumption that several lines would not need adjustment, but when work started on the project it was found necessary to adjust these lines.

2. A change was made from 0-11 oil mat shoulders to AC shoulders. This change increased the cost by $6,816.50.

3. After the job was under way, it was found desirable to revise the traffic installation in Canby. This added $4,350 to the cost.

4. An overrun of some $1,500 is expected in the cost of flagging. This is a very heavily travelled road, and the amount of flagging required was underestimated.

5. An overrun of $14,375 in engineering has been made. The prime contractor was shut down by the strike during the summer, but various subcontractors worked and this required a survey crew and inspectors.

It is therefore recommended that the project authorization be increased by $31,231.28 to $461,883.53. A rough draft of a letter to the Commission is attached.

Tom Edwards
Construction Engineer

By FB Klaboe
F. B. Klaboe
Field Construction Engineer

CHB:fp
Attach.

NOTED
FORREST COOPER

RECEIVED
NOV 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 21 1961
FOR FILING

7-122 (11)

NPPRM

5746

17 November 1961

Newport Construction Company
7031 N. E. Halsey Street
Portland 13, Oregon

Attention: Mr. Marshall Newport

Dear Sir:

Reference is made to letter dated 17 October 1961 from the Oregon State Highway Department to Warren Northwest, Inc., copies of which were furnished both your office and this office, regarding action required to correct your borrow pit encroachment on the Government-owned easement area, commonly referred to as Location No. 1, Molalla River, Oregon.

Restoration of the premises, as accomplished by your company, and jointly inspected with you on 9 November 1961 by Mr. Stogsdill and Mr. Walstrom, is satisfactory to this office.

Your prompt cooperation in filling and restoring the property to an acceptable condition is sincerely appreciated.

Copies of this letter are being forwarded to Warren Northwest, Inc. and the Oregon State Highway Department.

Very truly yours,

MERLE H. LINTNER
Chief, Real Estate Division

cc: Warren NW, Inc.
✓Ore.St.Hwy.Dept.

RECEIVED
NOV 20 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV [illegible] 1961
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
NOV 10 1961
FORM E-30X—50M—8-61—36882
FOR FILING

[illegible] (11)

5786

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1961

SUBJECT: File 30869 - S. P. Co.
Drainage Easement
New Era-Canby Section
Pacific Highway East

To: Mr. Earl Saling
Right of Way Manager
Office

Attached please find executed copy of easement agreement between Southern Pacific Company and the State relative to the above-titled project. It will not be necessary to record this instrument.

After processing by your office, please forward the executed copy to Mr. Query for the Commission's files. No distribution of the instrument has been made, but a supply of conformed copies is attached hereto for distribution by you.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
encls.

cc: G. S. Paxson

RECEIVED
1961
OFFICE OF
STATE HIGHWAY ENGINEER

Form No. E-372—10M—7-55

RECEIVED
C 1 196

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name New Era-Canby
Date November 3, 1961

Highway Pacific East
Contract No. 5786

County Clackamas
Kind of Work Gr. & Paving
Contractor Warren Northwest, Inc.

Contract Amount 5786 $ 365,402.00

		Quantity	Unit Price	Amount	
Expected over-runs and under-runs in contract items:					
Major items, itemized:					
	See Attached Sheet # 1			+ $3,383.00	
Minor items, unitemized algebraic total	See Attached Sheet # 2			- $4,204.27	
Subtotal					$ - 821.27
Approved work orders (Price, extra work and state force orders)	See Attached Sheet # 3				$ 47,509.59
Expected over-runs and under-runs in work orders:				Amount	
Major items, itemized:	EWO # 1 Flagging			+ $1,500.00	
	EWO # 5 Revise Traffic Signals			+ 942.49	
	SFO # 2 Move City Water Lines			+ 3,414.04	
	SFO # 8 Remove & Replace Railroad Track			- 1,126.53	
Minor items, unitemized algebraic total	See Attached Sheet # 4			- 195.99	
Subtotal					$ + 4,534.01
Authorization for engineering					$ 30,624.16
Expected over-run or under-run of engineering authorization					$ 14,375.84
Costs not included above (explain)	P.A. # 7 (To be submitted)				$ 259.20
Allowance for future contingencies (——% of work remaining)					$
Credits to come from transfers and deductions					$
Present estimate of project cost					$ 461,883.53

Principal causes of over-run: Project authorization for Extra Work including contingencies amounts to $34,626.09. Estimate corrected to date for Extra Work is $52,043.60. Shoulder paving was not contemplated. Moving power lines and water lines cost $15,755.77. Project Autherisation fot these items allotted $3,900.00. Labor strike in July and August contributed to overrun in engineering.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 430,652.25
Present estimate of project cost	$ 461,883.53
Expected over-run (Amount)	$ 31,231.28
Expected over-run (per cent)	7.25

Space to right of this line is for use of Salem office.

Submitted by: Clay M. Cornett
Resident Engineer

Confirmed by:
Division Engineer

Noted by: Klaboe
Construction or Bridge Engineer

Noted by: Forrest Cooper
Deputy or Assistant State Highway Engineer

State Printing 86719

MAJOR CONTRACT ITEMS

Sheet # 1

Item No.	Item	Over and Under Quantities	Unit Price	Amount
3.	Drainage Excavation, Unclass.	+ 1,400 C.Y.	$ 3.50	$ + 1,400.00
4.	Gen. Excavation, Location "A" Unclass.	- 2,500 C.Y.	0.65	- 1,625.00
5.	Gen. Excavation, Location "B" Unclass.	- 2,000 C.Y.	1.65	- 3,300.00
32.	Coarse Crushed Material in Base	+ 2,500 Ton	1.86	+ 4,650.00
33.	3/4"-0 Material in Base	+ 2,800 Ton	1.86	+ 5,208.00
34.	Sprinkling	- 1,560 M.Ga.	2.00	- 3,120.00
37.	Furnish & Place Aggregate	- 1,240 C.Y.	3.90	- 4,836.00
39.	120-150 Asphalt	- 90 Ton	35.00	- 3,150.00
40.	MS-2 Asphalt	- 30 Ton	40.00	- 1,200.00
4[illegible].	Asphaltic Concrete Mixture	+ 1,700 Ton	3.90	+ 6,630.00
43.	Asphalt in Mixture	+ 94 Ton	29.00	+ 2,726.00
				$ + 3,383.00

MINOR CONTRACT ITEMS

Sheet # 2

Item No.	Item	Over and Under Quantity	Unit Price	Amount
9.	Rounding Cutbanks	- 3,000 Lin.Ft.	$ 0.30	$ - 900.00
10.	12" Concrete Pipe	- 80 Lin.Ft.	2.40	- 192.00
11.	18" Concrete Pipe	+ 20 Lin.Ft.	4.40	+ 88.00
12.	Extra for Pipe Under Pavement	- 70 Lin.Ft.	3.50	- 245.00
13.	8" Sewer Pipe	+ 84 Lin.Ft.	1.55	+ 130.20
14.	10" Sewer Pipe	- 60 Lin.Ft.	1.95	- 117.00
15.	12" Sewer Pipe	- 40 Lin.Ft.	2.30	- 92.00
16.	15" Sewer Pipe	- 32 Lin.Ft.	3.15	- 100.80
17.	18" Sewer Pipe	- 140 Lin.Ft.	3.75	- 525.00
18.	21" Sewer Pipe	- 141 Lin.Ft.	4.40	- 620.40
19.	24" Corrugated Metal Pipe	- 22 Lin.Ft.	20.00	- 440.00
20.	Concrete Inlets, Type GB-2	- 1 Each	95.00	- 95.00
21.	Concrete Inlets, Type G	+ 5 Each	80.00	+ 400.00
22.	6" Perf. Metal Drain Pipe	- 40 Lin.Ft.	1.50	- 60.00
23.	Special Backfill in Drains	+ 0.79 C.Y.	5.00	+ 3.95
25.	Adjustmentof Manholes	- 1 Each	30.00	- 30.00
30.	Metal Guard Rail	- 80 Lin.Ft.	2.23	- 178.40
36.	3/4"-0 in Binder Course	- 120 C.Y.	3.80	- 456.00
38.	RC-3 Asphalt	- 20.39 Ton	38.00	- 774.82
41.	Extra for Oiling Approaches	- 20 Each	25.00	- 500.00
44.	Extra for Paving Approaches	+ 20 Each	25.00	+ 500.00
				$-4,204.27

APPROVED WORK ORDERS Sheet # 3

			Amount	
EWO #	1	Flagging	$ 3,500.00	
	2	Move Mail Box Posts	250.00	
	3	Detour Road	1,000.00	
	4	Clean Creek Channel	437.00	
	5	Revise Traffic Signals	4,357.51	
	6	Construct Retaining Wall	425.50	
	7	Construct Concrete Steps	100.00	
	8	Special Iron Grate	100.00	
		Sub-total		$10,170.01
PA	1	Extra Strength Pipe	311.52	
	2	Truck Haul	1,502.00	
	3	Special Manhole	315.00	
	4	A.C. Curb	493.00	
	5	Pave Shoulders and Approaches	14,938.50	
	6	A.C. Traffic Markers	125.00	
		Sub-total		17,685.02
SFO	1	Signing	250.00	
	2	Move City Water Lines	6,900.00	
	3	Move City Power Lines	6,000.00	
	4	Adjust Railroad Tracks	3,540.00	
	5	Move Railroad Signals	925.00	
	6	Move Telephone Pole	49.56	
	7	Seeding and Mulching	490.00	
	8	Remove and Replace Railroad Tracks	1,500.00	
		Sub-total		19,654.56
		Total		$47,509.59

MINOR ITEM, WORK ORDERS Sheet # 4

EWO	3	Detour Road	$ - 150.72
PA	2	Truck Haul	- 262.00
SFB	1	Signing	+ 500.00
	3	Move City Power Lines	- 558.27
	5	Move Railroad Signals	+ 275.00
			$ - 195.99

RECEIVED
OCT 20 1961
FOR FILE

F-132(11)
5746

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: October 18, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project F-132(11)
New Era-Canby Section
Pacific Highway - East

Reference is made to your letter dated October 16, 1961 concerning substitution of asphaltic concrete shoulder for the planned oiled shoulders.

We concur in your recommendation and will approve Federal participation in the increased cost now estimated at $6,810.

Porter
Edwards

NOTED

RECEIVED
1961

RECEIVED
OCT 18 1961
FOR FILING

5786

October 17, 1961

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland 13, Oregon

Gentlemen:

New Era-Canby Section, Pacific Highway
Contract No. 5786

Attached is a copy of a letter from the Corps of Engineers indicating that corrective action is needed to preserve the stream channel at the Molalla River Gravel Pit near Barlow. Please contact Colonel Sterling K. Eisiminger, District Engineer, 628 Pittock Block, Portland 5, to work out details of what is required.

The material to which the Corps of Engineers refers in its letter was removed from private property by agreement with the property owner. The State was not a party to this agreement. It is, therefore, evident that any corrective work made necessary by the removal of this material is not a responsibility of the State.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp:er

Attachment

cc The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Newport Construction Company
7031 N. E. Halsey Street
Portland 13, Oregon

Mr. Forrest Cooper
Mr. Leonard I. Lindas
Mr. Tom Edwards
Mr. A. E. Johnson

RECEIVED
OCT 13 1961
FOR FILING

2146

October 17, 1961

2166

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Molalla River Gravel Pit
New Era-Canby Section, Pacific Highway East
Clackamas County

The removal of gravel from the Molalla River, in the vicinity of Barlow, Oregon, has been investigated as requested in your letter of September 25, 1961. We have had two projects under way in this area - one of which was to have used gravel from the State's property. On the other, the contractor was to furnish material from a source of his own choosing.

Warren Northwest, Inc., 9860 N. E. Hancock Drive, Portland 13, was the successful bidder on both projects. The rock crushing on both projects was subcontracted to the Newport Construction Company, 7031 N. E. Halsey, Portland 13. The crushing subcontractor used the same plant setup to crush for both projects and hauled from both the state-owned property and from adjacent private property.

No material was removed from the State pit within 200 feet of the easement line, but material was removed from within the easement area on private property. Since the material from private property was removed under agreement to which the State was not a party, the work necessary to correct damage to the revetment would be an obligation of the contractor or property owners.

The contractors involved are being furnished a copy of the letter which you addressed to us. I assume that you will wish to contact them in regard to this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp:er

cc Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland 13, Oregon

Newport Construction Co.
7031 N. E. Halsey St.
Portland 13, Oregon

cc Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. Tom Edwards
Mr. A. E. Johnson

FORM E-30 50M 9-61 34997

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1961

SUBJECT: Complaint from Army Engineers
Molalla River Gravel Pit
New Era-Canby Section
Contract No. 5786

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

The complaint by the Corps of Engineers under date of September 25, 1961 has been investigated. It has been determined that no material has been removed from State property within 200 feet of the U.S. Engineering District easement. However, the contractor on this project obtained gravel from private property and gravel was removed from private property within the easement area.

It is recommended that the contractor be notified that repair of the damage must be made to the satisfaction of the Corps of Engineers before final payment is made on this contract.

The prime contractor is Warren Northwest, Inc., 9860 N.E. Hancock Drive, Portland 13. The crushing subcontractor is Newport Construction Company, 7031 N. E. Halsey, Portland 13.

Rough drafts of letters to the contractor and the U. S. Engineering District are attached.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp
Enc.
cc L. I. Lindas

RECEIVED
OCT 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

PLEASE RETURN TO
FORREST COOPER

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPGW-8

25 September 1961

REFERRED TO
Cooper
State Highway Engr.

Please expedite reply.

Oregon State Highway Department
Salem
Oregon

ATTENTION: Mr. W. C. Williams, State Highway Engineer

Gentlemen:

Your attention is invited to an apparent violation of an easement held by the Federal Government on a tract of state-owned land located along the left bank of Molalla River and about one mile north and 1/2 mile east of Barlow, Oregon. A portion of this property lies adjacent to a Federal revetment project constructed in 1938.

In recent months a gravel pit has been developed on the state-owned tract and adjacent property, and in one area the operation has encroached on the Government easement. A recent investigation made of the site revealed that a part of the gravel embankment section placed back of the revetment when the project was constructed has been removed by the state contractor. Also, trees, brush and other debris cleared from the work area have been stockpiled on the project right-of-way.

The ability of the protective facility to provide continued service in the future under present circumstances is a matter of concern to both this office and local interests.

During abnormal floods, as pointed out to Mr. Clay Cornett of your agency, the bank where the encroachment is most pronounced is overtopped with 3 to 5 feet of water. Overflow into the open gravel pit could soon destroy the narrow buffer strip between the revetment and the excavated area. Damage to the structure could result and the possibility of a channel change cannot be discounted.

Restoration of the easement area to its original elevations and dimensions will not necessarily correct the situation.

It is requested that this matter be given early attention with a view toward providing protection along the encroachment area equal to that which initially prevailed. In addition, it is suggested that provision be made for preventing a possible future channel change where

NPPGW-8 25 September 1961
Oregon State Highway Department
Attention: Mr. W. C. Williams

the bank has been weakened by the excavation activity behind the flood control structure.

Kindly inform this office of your proposal for correcting the potential hazard which prevails at and behind the flood protection facility which has arisen out of your violation of our easement.

Sincerely yours,

Sterling K. Eisiminger

STERLING K. EISIMINGER
Colonel, Corps of Engineers
District Engineer

RECEIVED
SEP 28 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 28 1961
[illegible]

RECEIVED
1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5786

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

New Era-Canby Section
Contract No. 5786
F.A. No. F-132(11)

Dear Sir:

This project was contracted calling for oiled shoulders. As a consequence of the engineer's strike of this summer, the project was delayed to such an extent that we have no reliable oiling weather left this year. The suggestion that we leave the shoulders low and in a loose condition has bee made and rejected. This portion of the Pacific East Highway carries almost 6,000 vehicles per day and we feel that a stabilized shoulder is imperative for the safety of the traveling public.

We therefore request your approval of and participation in a change of shoulder treatment as follows: The 0-11 oil mat will be eliminated and 1 1/2 inches of asphalt concrete substituted.

Under the unit prices existing on this contract, the 0-11 oil mat would cost $8,120 and the 1 1/2 inches of asphalt concrete would cost $14,930 for a differential of $6,810.

Mr. Dec has already given verbal approval of the change to be made at bid prices with no allowance for elimination of the 0-11 oil mat.

Very truly yours,

W. C. Williams
State Highway Engineer

By F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

NOTED
FORREST COOPER

RECEIVED
1961
STATE HIGHWAY ENGINEER

FBK:fp

cc Forrest Cooper ✓

RECEIVED
FORM E-123-X 50M 1-61
SEP 28 1961
FOR [illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

[illegible]

5786

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 27, 1961

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: File 30869 - S. P. Co.
Drainage Easement
New-Era-Canby Section
Pacific Highway East

Dear Mr. Williamson:

Attached please find two copies of easement agreement between Southern Pacific Company and the State relative to the above-titled project.

After the railroad has executed the agreement, please return the State's copy direct to this office, along with ten copies of Drawing LW-71.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 2

cc: Earnest Kendrew
G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
SEP 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 12 1961
FOR FILING

F-132(11)

5286

Salem, Oregon
September 22, 1961

Agenda Item 5-n

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Glen V. Sorensen
Staff Attorney

Attached for further handling are two copies of an agreement with the Southern Pacific Company covering connection of State's drainage to a culvert under the SP. Company's tracks on the New Era-Canby Section of US99E.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

RECEIVED
SEP 20 1961

FORM B 30K—90M—6-61—36682

FOR FILING

5786

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 18, 1961

NOTED
W. C. WILLIAMS

SUBJECT: Indenture of Access
New Era-Canby Section
Pacific Highway East
Mrs. Hazel Marie Wood

To: Mr. Tom Edwards
Construction Engineer
Salem, Oregon

Reference is made to a letter dated August 21, 1961 written by Mr. W. C. Williams to Mrs. O. P. Cutler, Hazel Dell Gardens, Canby, Oregon, in which he referred to a problem at the junction of Highway 99-E with Haines Road.

On September 11, 1961 I met with Mrs. Cutler, who has recently been remarried and is now Mrs. Hazel Marie Wood. Her problems at the junction of Highway 99E and Haines Road consisted of:

1. Access to a parking area for a tavern on her property located southerly of Station 461.

2. She was concerned with traffic movement to and from Haines Road or the old Pacific Highway at about Station 464.

Mrs. Wood has had fill material placed easterly of the tavern and requested access at about Station 124/30, right of way stationing, which corresponds to approximate construction Station 460/25. At this location there is adequate sight distance for vehicles entering the Pacific Highway.

Under terms of recent right of way acquisition Mrs. Wood was granted the right for future accesses 25 feet in width with no use restriction at Stations 107, 121 and 123. She is willing to transfer the access at Station 123 to 124/30 to provide for the requested access to the tavern parking area, and I submit herewith an indenture of access together with an Application and Permit to Construct Approach Road and recommend approval.

Mrs. Wood was concerned with turning movements to and from Haines Road, and I explained the channelization which will be installed under the present contract, which we believe will be adequate. This apparently satisfied Mrs. Wood since she was concerned primarily with a movement from Haines Road to Pacific Highway eastbound.

AEJ/lh
Encl.
cc: W. C. Williams
Clay Cornett
D. D. Rohrbough

A. E. JOHNSON
Division Engineer

RECEIVED
SEP 19 1961

RECEIVED
SEP 19 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 21 1961
FOR FILING

August 21, 1961

Mrs. O. P. Cutler
Hazel Dell Gardens
Canby, Oregon

2133

Dear Mrs. Cutler:

Reference is made to your letter of August 15 about a problem you have at the junction of Highway 99E with Haines Road.

In this connection, I am asking our Division Engineer in Portland, Mr. A. E. Johnson, to call on you and discuss your problem. Mr. Johnson will in turn advise me regarding any problems which he is not able to settle in his conference with you.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp me

cc Forrest Cooper
Tom Edwards
A. E. Johnson

Mr. Johnson: Please contact Mrs. Cutler and advise us if there is anything out of the ordinary that you cannot handle.

TELEPHONE CANBY 266-3337

ON HIGHWAY 99E

Hazel Dell Gardens
GROWERS OF
ORNAMENTAL NURSERY STOCK
CANBY, OREGON

REFERRED TO
Cooper
By State Highway Engineer

Mr. W.C. Williams,
Chief Highway Engineer,
Salem, Oregon.

August 15th, 1961.

Dear Mr. Williams:

On Highway 99E at a point about one half mile northeast of Canby, where said highway is joined by Haines Road, a traffic hazard is being developed by highway construction there that will deteriorate a valuable piece of commerical property I own at that point.

I respectfully request a review of this situation at the earliest date possible and would appreciate contact being made with me at that time.

Very truly yours

Hazel S. Cutler

Hazel S. Cutler
(Mrs. O.P.)

RECEIVED
AUG 16 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

RECEIVED
SEP 7 1961

FOR FILING
F-132(11)

5786

September 7, 1961

Oregon State Highway Commission

Gentlemen:

In the construction of the new [illegible] Section of US 99 it became necessary to connect some of our drainage to a culvert under the Southern Pacific Company's tracks. There will be before you at the next Commission meeting an agreement to make this connection.

I recommend your approval and execution of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:ae me

cc G. S. Paxson

4-59 8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

August 24, 1961

IN REPLY PLEASE REFER TO
GMO 79514

Mr. W. C. Williams
State Highway Engineer
State Highway Dept.
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Highway Engineer

Dear Sir:

Attached are duplicate counterparts of proposed agreement covering grant of easement to State of Oregon for storm drain pipe line and appurtenances on our property as illustrated on our drawing LW-71 of Nov. 11, 1960, in connection with proposed widening of Hwy.-99E Canby to New Era. This document includes provision that if our existing 18-inch drainage pipe #~~784.14~~ is overtaxed by diversion of drainage through this proposed storm drain, State will bear expense of enlarging our structure. This is in accordance with your conversation with Mr. Kendrew of our Engineering Department. 748.14

Please review the agreement and if satisfactory have executed in duplicate on behalf of the State, returning both counterparts to this office for further handling.

Yours truly,

AWKilborn

RECEIVED
SEP 6 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 17 1961

FOR FILING

F-132(

5746

August 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering construction of a retaining wall on the New Era-Canby Section of the Pacific East Highway in Clackamas County, Contract No. 5786, in connection with Federal Aid Project No. F-132(11).

The construction of the retaining wall is, in part, consideration for the release of access document for the Equitable Life Insurance Company property. The estimate for slope easement is $1,250.00. In lieu of the easement the retaining wall is to be constructed for an estimated $425.50.

No additional or special benefit will accrue to the property owner because of this order. It has been verbally recommended for approval by the B.P.R. Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:bm

RECEIVED
JUL 27 1961
FOR FILING

[illegible]
5786

Salem, Oregon
July 26, 1961

Mr. Tom Edwards

Herewith billing from the Southern Pacific Company for reimbursable costs on the Canby-New Era Project from October 19, 1960 to and including May 1961.

These should be checked by field forces and returned for payment.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. C. H. Maison
Mr. R. L. Porter

RECEIVED
JUL 20 1961

FOR FILING

[illegible]

5786

ACG MIL 69 7-19-61 3:03PM

FOREST COOPER

A E JOHNSON HAS ASKED ME TO ADVISE YOU THAT MAINTENANCE CREWS WILL BLADE A DIRT BERM UP AGAINST THE EDGES OF THE PAVEMENT ON THE NEW ERA- CANBY CONTRACT BEGINNING THURSDAY MORNING. WE WILL THEN SET SIGHT POSTS TO DELINEATE THE ROAD. THIS OPERATION WILL BE IN ACCORDANCE WITH INSTRUCTIONS WHICH TOM EDWARDS HAS SET FORTH SHOULD WE BE UNABLE TO NEGOTIATE WITH THE CONTRACTOR.

DARFL D ROHRBOUGH
BB

NOTED
FORREST COOPER

-8.

FORM E-123-X 50M 1-61
RECEIVED
JUN 7 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F-133(11)

5746

June 7, 1961

Mr. Marshall H. Newport
Newport Construction Company
7021 N. E. Halsey Street
Portland 12, Oregon

New Era-Canby Section
Contract No. 5786

Willamette River Bridge-
Woodburn Interchange Section
Contract No. 5838

Dear Mr. Newport:

Reference is made to our telephone conversation this date regarding the exchange of materials from the State-owned source named in Contract No. 5786 for materials which you will furnish off of a source owned by your company.

You are the subcontractor on the New Era-Canby project, Contract No. 5786, in which a source of materials on the Molalla River was furnished by the State. You are also the subcontractor on the Willamette River Bridge-Woodburn Interchange Section of the Pacific Highway. On this job, it was the obligation of the contractor to furnish his own source of material. Prior to bidding this job, you were advised of this circumstance and you acquired a private source in the same vicinity as the State-furnished source on the New Era-Canby job. It has now developed that due to high water in the river you cannot get onto the land which you purchased in order to secure the gravels.

In view of this circumstance, we have agreed to permit you to utilize gravels from the source specified in Contract No. 5786 on Contract No. 5838, with the understanding that, at such time as the water has receded sufficiently to enable you to work your own source, this will be done. We also agreed that you would furnish a like amount of crushed materials from your private source to the New Era-Canby job as that utilized from the State source on the Willamette River Bridge-Woodburn Interchange Section.

If this corresponds to your understanding of our telephone conversation, will you please acknowledge the same on the extra copy of the letter enclosed and return for our files.

Very truly yours,

W. C. Williams
State Highway Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

Encl.

LHY:fp:jw

ACKNOWLEDGED

Marshall R. Newport

cc Warren Northwest, Inc.
P. O. Box 5072
Portland 12, Oregon

Forrest Cooper ✓
A. E. Johnson
J. D. Walker
Clay Cornett
D. C. King

RECEIVED
JUN 8 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 5 1961
FOR FILING
F-132(11)
5786

June 2, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering the revision of traffic signals on the New Era-Canby Section of the Pacific East Highway in Clackamas County, Contract No. 5786, in connection with Federal Aid Project No. F-132(11).

Revision of the traffic signals in Canby is necessary to clear for construction. This is an anticipated item of the contract, and $2,900.00 was included in the estimate to cover it.

The work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
MAY 1 1961
FOR FILING

F-132 (11)
5786

April 28, 1961

Mr. C. G Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the cleaning of a creek channel on the New Era-Canby Section of the Pacific East Highway in Clackamas County, Contract No. 5786, in connection with Federal Aid Project No. F-132(11)

Approximately 200 cu.yds. of the embankment slope left of Stations 443-445 has sloughed into the creek channel and onto private property due to winter rains. The right-of-way line is very close to the toe of slope in this area, and it is the obligation of the State to remove the material from private property. It is also necessary to clean the ditch for drainage.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encls.

RECEIVED
MAR 2 1961
FOR FILING

F-132(11)

5786

408 State Highway Building
Salem, Oregon

March 1, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

By:
D. M. Emrich
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project F-132(11)
New Era-Canby Section, Pacific Highway East
Order No. 9, dated February 9, 1961

Reference is made to subject order for State Force Work.

As it is contrary to our policy of approving State Force Work for other than seeding, mulching and the installation of horizontal drains, all copies are returned herewith. This policy applies to primary, urban and Interstate projects. It does not apply to projects constructed under the 1954 Secondary Road Plan where the finding of fact that State Force Work is in the public interest is for determination by the State.

Attachments

Porter

RECEIVED
FEB 27 1961

FOR FILING

F-132(11)

5946

February 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 9, Account No. 276 covering the revision of traffic signals on the New Era-Canby Section of the Pacific East Highway in Clackamas County, Contract No. 5946, in connection with Federal Aid Project No. F-132(11).

Due to construction, it is necessary to move the steel poles and lengthen the circuits for the electrically actuated traffic signals on this project.

The contractor is not equipped to do the necessary electrical work. The State's electrical sign crew, which regularly does this type of work, is stationed at Milwaukie and can make the revision most economically and with the least interruption to traffic and construction. The amount is too small to be let under a separate contract and is included in the Project Agreement Estimate as an anticipated item.

The total estimated amount of the order is $2,500 with Federal participation of $1,500.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

RECEIVED
JAN 24 1961
FORM 2-30 30M 2-60 26118

FOR FILING

7-132(11)

5786

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1961

SUBJECT: Pux 377 - Canby G-Xings
Southern Pacific Co.
Clackamas County

To: Mr. G. S. Paxson
Mr. Tom Edwards (2)
Mr. I. A. DeFrance (2)
Mr. A. E. Johnson (2)
Mr. John W. Nash (3)
Mr. F. B. Crandall
Mr. H. B. Simpson

Herewith I hand you copy of order No. 37592 issued by the Public Utility Commissioner, under date of January 18, 1961, in the above-titled matter.

The order is at variance with the record in that it requires Southern Pacific Company to surface the crossings, subject to reimbursement. This matter appears to be unimportant, however, as the surfacing undoubtedly will be done in connection with the highway paving work.

J. W. DeSouza
J. W. DeSOUZA

JWD:ks
enc.

NOTED
G. S. PAXSON

RECEIVED
JAN 23 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Order #37592

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-136

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct two crossings at grade of the tracks and right of way of the Molalla Branch of Southern Pacific Company on proposed northbound lanes on the Pacific Highway East, known as the CANBY GRADE CROSSINGS project in the Southeast quarter of the Northwest quarter (SE¼ NW¼) of Section 34, Township 3 South, Range 1 East, W.M., in Clackamas County, Oregon.	ORDER

The above entitled matter was duly heard on August 12, 1960, at Salem, Oregon, before David E. Bourassa, Examiner for the Commissioner. The following appearances are of record herein:

For Applicant:

J. W. DeSouza, Assistant Counsel
Salem, Oregon
In behalf of State Highway Commission

Interested Parties:

Edwin L. Graham, Attorney
Portland, Oregon
In behalf of Southern Pacific Company

On May 18, 1960, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as Petitioner, filed its petition with the Commissioner requesting authority to construct two crossings at grade of the tracks and right of way of the Molalla Branch of the Southern Pacific Company on proposed northbound lanes on the Pacific Highway east, known as the Canby Grade Crossings project, in Clackamas County.

The reason given for the requested authority is the proposed improvement of that section of Pacific Highway east, between Canby and New Era which will expand existing two lane highway to a four lane highway facility. In connection therewith, it will be necessary to widen the existing crossing at the Wye tracks of the Molalla Branch of the Southern Pacific Company north of Canby. According to the State Highway Commission the present traffic load on the existing two lane highway is in excess of the maximum volume desirable for a two lane road which is totally inadequate for anticipated future highway traffic needs.

On July 15, 1960, a revised plan and profile map No. 15793, entitled "Crossing Southern Pacific Railroad Company Molalla Branch Line, Clackamas County" was made a part of the application. On June 28, 1960, Southern Pacific Company filed with the Commissioner its Answer to the application stating that it would not oppose issuance of an order in accordance with the application filed. The matter being at issue it was set down for hearing.

Evidence was adduced, the hearing was completed and the matter submitted for determination. Based upon such evidence and record it is found that:

The State Highway Commission proposes to expand this particular section of the Pacific Highway to a four lane highway to be constructed east of the present two lanes and separated therefrom by a 4 foot median separation and will intersect with both tracks of the Molalla Branch Southern Pacific Railroad Wye and will pass under the Crown Zellerbach-Weyerhaeuser Timber Company log haul road overcrossing structure. The grade crossing with the east leg of the Wye will be at highway milepost 470+01 and will be at an angle of 34° 22' in the southwest quadrant. The grade crossing of the west leg of the Wye will be at highway milepost 474+27 and will be at an angle of 31° 01' in the northeast quadrant.

Because of the low volume of railroad traffic and the general flatness of terrain the construction of an undercrossing is unnecessary and uneconomical. The same reasons, plus the existence of the log haul road overcrossing over which the new roadway would have to pass, make the construction of a highway overcrossing structure uneconomical and impractical.

The vision of approaching trains by persons or drivers of vehicles traveling on the proposed northbound lanes of the Pacific Highway at the west leg of the Molalla Branch Wye are as follows: From a point which is located in the center of proposed two lane highway and 50' west of the railroad the sight distance will be unlimited to the north and 230' to the south, and from a point which is in the center of the two lane highway and 500' west of the railroad the sight distance is unlimited to the north and 200' to the south. Sight distances on the east leg of the Wye crossing are as follows: From a point which is located in the center of the proposed two lane highway and 50' west of the east leg of the Wye crossing the sight distance to the north is unlimited and to the south unlimited, and from a point which is located in the center of the proposed two lane highway and 500' west of the railroad the sight distance to the north is unlimited and to the south 250'. The distance between the Wye crossings is approximately 375'.

The estimated traffic on the existing two lane highway is an average of 6,250 vehicles daily. One-half of this number will be diverted to the proposed northbound lanes. The vehicle traffic in the area will be subject to normal annual increases. The average rail traffic on each of the Wye tracks of the Molalla Branch Railroad is three train movements per day and average 10 to 20 cars in length. Train movements will be at slow speeds (4-6 miles per hour).

For the protection of the traveling public the existing flashing light automatic signals on the present two lane highway (two at each crossing) will be rearranged by moving two such signals, now in the northeast quadrants of the existing crossings of both Wye tracks a sufficient distance northerly to permit widening the shoulders on the northerly side of the present two lane highway, and by removing the signals from the southwest quadrants of the existing crossings of both Wye tracks to the southwest quadrants of the proposed crossings on the proposed northbound traffic lanes. Two highway standard reflectorized advance warning railroad crossing symbol signs will be placed at appropriate locations on both sides of the proposed crossings.

From the foregoing it is concluded that the construction of the proposed crossings will constitute no new or undue hazard to rail or vehicular operations, is necessary to the widened and improved Pacific Highway East, is in the public interest and the application should be granted; it is therefore

ORDERED that the application of the State Highway Commission for authority to construct two crossings at grade of the tracks and right of way of the Molalla Branch of the Southern Pacific Company on proposed northbound lanes on the Pacific Highway East, known as the "Canby Grade Crossings project" in the SE¼, NW¼ of Section 34, Township 3 South, Range 1 East, W.M., in Clackamas County, Oregon, is granted; and it is further

ORDERED that the construction shall be done in a good and workmanlike manner in accordance with accepted safety and engineering practices and in conformity as to elevation, angles of intersections and grades as shown on revised highway map and profile drawing No. 15793 submitted with the application and by reference made a part hereof; and it is further

ORDERED that Southern Pacific Company, subject to reimbursement by Petitioner, shall raise both existing Wye tracks to conform to the surface elevations of the highway traffic lanes; and it is further

ORDERED that Southern Pacific Company shall, at its own expense, provide and install proper headers on both sides of the rails in such a manner as to provide a flangeway for the protection and retention of the surfacing material between the tracks; and it is further

ORDERED that Southern Pacific Company shall, subject to reimbursement by the Petitioner, surface the crossings in such a manner as to conform to the surface of the roadway adjacent to the crossings; and it is further

ORDERED that highway standard reflectorized advance warning railroad crossing symbol signs be installed and maintained by Petitioner at appropriate locations on the highways; and it is further

ORDERED that Southern Pacific Company, subject to reimbursement by Petitioner, shall move and connect to appropriate track circuits existing automatic electric signals located in the northeasterly quadrants of the existing crossings of the Wye tracks a sufficient distance to permit a widening of the shoulder on the northerly side of the present two lane highway; and it is further

ORDERED that Southern Pacific Company, subject to reimbursement by the Petitioner, shall move and connect to appropriate track circuits the existing automatic electric signals located in the southwest quadrants of the existing crossings of the Wye tracks to appropriate locations in the southwest quadrants of the proposed crossings; and it is further

ORDERED that Southern Pacific Company, subject to reimbursement by Petitioner, shall provide such watchmen or flagmen as may be necessary to protect traffic upon the railroad during the improvement of the crossings; and it is further

ORDERED that all costs incidental to the construction of the crossings, the surfacing thereof, including the pavement between the rails, shall be borne by Petitioner; and it is further

ORDERED that, after completion of the crossing, Southern Pacific Company shall, at its own expense, maintain its track and roadbed, the Commissioner's Standard No. 2 Flashing Light signals, and its other railroad facilities and appurtenances; and it is further

ORDERED that the designation CJ-747.8, presently assigned to the east leg of the Wye crossing, and CJ 747.6-C, presently assigned to the west leg of the Wye crossing, shall continue as a means of identification in Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 18th day of January, 1961.

Jonel C. Hill
Public Utility Commissioner

(SEAL)

RECEIVED
N 17 1961
FOR FILING
7-132 (11)
5786

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1961

To: Mr. Earl Saling

SUBJECT: File 32340
New Era-Canby Section
Pacific Highway East
Southern Pacific Agreement

Herewith I hand you the complete file on the above-titled matter. This now contains fully executed copy of agreement, ten additional prints of drawing A-2124 which is attached to the agreement as an exhibit, and conformed copies of the agreement. No distribution of copies has been made.

I assume that you will want to place the instrument of record, and after this is done the executed copy should be returned to Mr. Query for the Commission's files. Mr. Kilborn has not asked for it, but I would suggest that he be informed as to the recording reference if the instrument is placed of record.

J. W. DeSOUZA

JWD:ks
attach.

cc: G. S. Paxson
Floyd Query

RECEIVED
DEC 19 1960
FOR FILING
7-132 (11)
5786

December 19, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: New Era-Canby Section
Pacific Highway East

Dear Sir:

Herewith three copies of a memorandum from the Bureau of Public Roads relative to the interpretation of the agreement covering the revision of your tracks at the grade crossing north of Canby.

You have a copy of my letter to the Bureau, and I believe their reply will straighten this matter out.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:mw

cc to: Mr. W. C. Williams
Mr. J. W. DeSouza

FORM CD-121
(9-22-59)

UNITED STATES VERNMENT

Memorandum

U.S. D ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: December 16, 1960

By: A. F. Bester
A. F. Bester
Acting Division Engineer

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project F-132(11)
New Era-Canby Section, Pacific Highway East

Reference is made to Mr. Paxson's letter dated December 14, 1960 concerning interpretation of the railroad agreement.

Obviously the railroad will receive no benefit from the necessary raise in grade line at the revised crossing and we agree that the change was not intended to be at the railroad's expense.

We concur in your interpretation.

RECEIVED
DEC 1 6 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1960

408 State Highway Building
Salem, Oregon

December 16, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

F-132(11)

By:
A. F. Bester
Acting Division Engineer

5786 C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project F-132(11)
New Era-Canby Section, Pacific Highway East
State Force Work Order
Estimated Cost - $490.00
Federal Participation - $294.00

Reference is made to your letter dated December 9, 1960 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Porter ~~Edwards~~

RECEIVED
DEC 19 1960
FOR FILING

7-132 (11)

5786

December 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: New Era-Canby Section
Pacific Highway East

Dear Sir:

You have been furnished copies of the agreement with the Southern Pacific Company covering the encroachment upon their property, the change of grade of the railroad crossing and the installation of signals. This agreement is dated September 30, 1960.

In paragraph 1a. on page 2, there is wording which might be considered ambiguous in that it says: "Railroad, at its expense, will prepare its tracks to receive paving and will install treated ties and metal guardrails-----." Our highway construction necessitates the raising of the grade of the railroad track at this crossing to conform with our highway, and it might be interpreted that this language would require the Railroad, at its own expense, to raise the grade of the tracks. This was not the intention when the agreement was drawn, as the raising of the grade is of no benefit to the Railroad Company. It was intended only to covering the furnishing and placing of the treated ties and the metal guardrail.

I would appreciate your approval of this interpretation and approval of the agreement under these conditions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. A. W. Hilborn
Mr. W. C. Williams

RECEIVED
DEC 19 1960
FOR FILING

7 132 (11)
5786

7

December 14, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

I am attaching copy of a letter to the Bureau of Public Roads concerning the agreement covering the crossing of the wye tracks north of Canby on the Canby-New Era Section of the Pacific Highway East. I have discussed this matter with the Bureau of Public Roads, and they have agreed to accept the interpretation outlined in the attached copy of a letter.

I discussed this with Mr. Kendrew yesterday, and I believe this procedure will do away with the necessity for revising the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ms

cc to: Mr. W. C. Williams

12/8/60

GSP - Re attached

Emerick of BPR is questioning language of article 1a and RR est attached. Is afraid BPR auditor will delete cost of ballast etc. under paved roadway portion of track crossing. Wants us to go to SPCo for letter of clarifying language as related to item on estimate.

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 25, 1960

New Era-Canby Section
Pacific East Highway
Clackamas County
Project No. F-132(11)
Contract 5786

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are the following data covering relocation of the Southern Pacific Company's facilities in connection with construction on the subject project:

1. Three copies of the indenture agreement between the State and Company.

2. Three photostat copies of the sketch prepared by the Company showing the work to be done.

3. Three copies of the Company's estimate of cost for relocating its track and signals.

Your approval of the agreement and authorization to proceed with the work as of this date under the provisions of PPM 30-3 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RECEIVED
[illegible] 1960
[illegible] ENGINEER

Encls.

GMO 79514

Portland - October 20, 1960

Cost to State of Oregon to raise track to proper level with new highway grade and shifting of Western Union Company's guy wire:

		Labor	Material	
	RECOLLECTIBLE:			
TrFt 900	Raise and surface track	2100		
CuYd 160	Gravel ballast		208	
	Shift guy wire	30	10	
	Equipment rental		107	
	Freight		69	
	Mat'l handling charge		11	
	Vacation allowance	107		
	Holiday pay	43		
	Health & welfare	58		
	RRR & Unemp. tax	232		
	PD PL & WC Ins.	89		
	Accounting & billing	133	20	
	Contingencies	278	45	
		3070	470	
	DR SUNDRIES			3540
	DR SUNDRIES (Relocate signals) per GMO 79514			925
	DR SUNDRIES (Total Cost to State)			4465

Note: About 40% of cost to raise track is for maintaining traffic.

RECEIVED
DEC 12 1960
FOR FILING

F-132(11)

5700

December 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 7, Account No. 24-230, covering seeding and mulching on the New Era-Canby Section of the Pacific East Highway in Clackamas County, Contract No. 5700, in connection with Federal Aid Project No. F-132(11).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested. This work has been verbally recommended for approval by the BPR Area Engineer.

The total estimated amount of the order is $490.00, with Federal participation of $294.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
NOV 25 1960
FOR FILING
F-132 (11)

5716

November 25, 1960

New Era-Canby Section
Pacific East Highway
Clackamas County
Project No. F-132(11)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are the following data covering relocation of the Southern Pacific Company's facilities in connection with construction on the subject project:

1. Three copies of the indenture agreement between the State and Company.

2. Three photostatic copies of the sketch prepared by the Company showing the work to be done.

3. Three copies of the Company's estimate of cost for relocating its track and signals.

Your approval of the agreement and authorization to proceed with the work as of this date under the provisions of PPM 30-3 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encls.

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
NOV 15 1960
FOR FILING
[illegible]
7

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 16, 1960

Mr. A. W. Kilborn, Supt.
Southern Pacific Company
Union Station
Portland 9, Oregon

File 32340
Canby-New Era Section
Manhole and sewer pipe agreement

Dear Mr. Kilborn:

Herewith I return to you duplicate executed and acknowledged copies of combined easement and construction agreement covering the installation of a manhole and sewer pipe extension on the Pacific Highway north of Canby. I am not sure, but I believe that this matter may be covered by your file GMO 79514.

When the State's executed copy is returned, I would appreciate receiving 10 additional copies of your drawing A-2124 which is attached to the instrument as an exhibit.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson
Floyd Query

NOTED
FLOYD QUERY

FORM 2-36X 50M 7-60 23396

RECEIVED
NOV 15 1960

FOR FILING

7-132 (11)

5786

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1960

To: Mr. Earl Saling

SUBJECT: Pux 377 - Canby G-Xings
S. P. Co. - Clackamas Co.
File No. 30869

Herewith I hand you original copy of combined easement and construction agreement on the above-titled project. The instrument should be placed on record and then forwarded to Mr. Query for his files. Mr. Kilborn of Southern Pacific Company should be notified of the recording reference. Distribution of the agreement has been made as indicated below.

The order of the Public Utility Commissioner has not been received as yet, but it is anticipated that the agreement will conform to such order as may be issued, in view of the fact that there was no contest regarding the plan submitted to the Commissioner.

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

G. S. Paxson - 1 copy with exhibit
Tom Edwards - 3 copies with exhibit
A. E. Johnson - 2 copies with exhibit
I. A. DeFrance - 1 copy with exhibit

RECEIVED
NOV 1[illegible] 1960
[illegible]

NOTED

FORM 2-26X 50M 7-60 20306

RECEIVED
NOV 15 1960
FOR FILING
7-132 (11)
5786

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1960

To: Mr. Earl Saling

SUBJECT: Pux 377 - Canby G-Xings
S. P. Co. - Clackamas Co.
File No. 30869

Herewith I hand you original copy of combined easement and construction agreement on the above-titled project. The instrument should be placed on record and then forwarded to Mr. Query for his files. Mr. Kilborn of Southern Pacific Company should be notified of the recording reference. Distribution of the agreement has been made as indicated below.

The order of the Public Utility Commissioner has not been received as yet, but it is anticipated that the agreement will conform to such order as may be issued, in view of the fact that there was no contest regarding the plan submitted to the Commissioner.

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

G. S. Paxson - 1 copy with exhibit
Tom Edwards - 3 copies with exhibit
A. E. Johnson - 2 copies with exhibit
I. A. DeFrance - 1 copy with exhibit

RECEIVED
[illegible]

NOTED
[illegible]

PUX 377
Right of Way File No. 30869

THIS INDENTURE, made this 30th day of September, 1960, by and between SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, herein called "Railroad," and STATE OF OREGON, acting by and through its State Highway Commission, herein called "Grantee."

WITNESSETH:

1. That railroad hereby grants to Grantee the right to construct, reconstruct, maintain and use a street or highway for slope encroachments, hereinafter termed "highway," upon and across the following described real property:

All those certain strips or parcels of land, now of the Southern Pacific Company, lying and being in the southwest quarter of the northwest quarter and the northwest quarter of the southwest quarter of Section 34 and the northeast quarter of the southeast quarter of Section 33, Township 3 South, Range 1 East, Willamette Meridian, County of Clackamas, State of Oregon, described as follows:

PARCEL 1:

BEGINNING at the most southerly corner of the strip of land described in deed dated March 6, 1934, from the Southern Pacific Company to the State of Oregon, being also at the intersection of the southeasterly line of said strip of land with the southwesterly line of said land of the Southern Pacific Company; thence Northeasterly, along said southeasterly line, shown in said deed as follows: along a curve to the left having a radius of 5769.60 feet (tangent to said curve at point of intersection bears North 58° 19' East, and chord of said curve bears North 57° 28' East 171.60 feet), an arc distance of 171.61 feet to a point, North 56° 37' East, tangent to last described curve at last mentioned point, 207.40 feet to a point and Northeasterly, along a curve to the left having a radius of 4828.12 feet (tangent to said curve at last mentioned point is last described course and chord of said curve bears North 56° 27' 30" East 31.44 feet), an arc distance of 31.44 feet to the southeast corner of said strip of land in said southeasterly line of the land of the Southern Pacific Company; thence Southwesterly, along said southeasterly line, of said land, along a curve to the left having a radius of 447.68 feet (tangent to said curve at last mentioned point bears South 19° 40' 47" West and chord of said curve bears South 17° 09' 14" West 39.46 feet), an arc distance of 39.47 feet to a point in a line that is parallel with and distant 25.00 feet Southeasterly, measured at right angles, from the northeasterly prolongation of the aforementioned course that bears North 56° 37' East, 207.40 feet; thence South 56° 37' West, along said prolongation and parallel to said course, a distance of 369.80 feet to a point in the aforesaid southwesterly line of said land of said Company; thence North 53° 36' West, shown in said deed as North 52° 47' West, along said southwesterly line, a distance of 29.35 feet to the point of beginning, containing an area of 9800 square feet, more or less.

PARCEL 2:

A strip of land, 10 feet wide, lying contiguous to and northwesterly of the southeasterly line of said land, described as follows:

BEGINNING at a point in said southeasterly line of said land (100 feet wide), distant 50 feet Southeasterly, measured radially, from the original located center line of the main track of said Southern Pacific Company at Engineer Station 1203+75; thence Southwesterly, along said southeasterly line, on a curve to the right having a radius of 5421.50 feet (tangent to said curve at last mentioned point bears South 60° 22' 44" West and chord of said curve bears South 61° 43' 57" West 256.14 feet), an arc distance of 256.17 feet to a point that is distant 50 feet Southeasterly, measured radially, from said original located center line of said main track at Engineer Station 1206+28.8.

The side lines of the above described 10 foot wide strip of land terminate in said northeasterly radial line measured southeasterly from said center line of main track at Engineer Station 1203+75 and the southwesterly radial line measured southeasterly from said center line of main track at Engineer Station 1206+28.8.

Said strip of land contains an area of 2559 square feet, more or less.

PARCEL 3:

A strip of land, 10 feet wide, lying contiguous to and northwesterly of the southeasterly line of said land, described as follows:

BEGINNING at a point in said southeasterly line of said land (100 feet wide), distant 50 feet Southeasterly measured radially, from the original located center line of the main track of said Southern Pacific Company at Engineer Station 1197+75; thence Southwesterly, along said southeasterly line, on a curve to the right having a radius of 5779.60 feet (tangent to said curve at last mentioned point bears South 54° 07' 38" West and chord of said curve bears South 55° 00' 08" West 176.52 feet), an arc distance of 176.53 feet to a point that is distant 50 feet Southeasterly, measured radially, from said original located center line of main track at Engineer Station 1199+50.

The side lines of the above described 10 foot wide strip of land terminate in said northeasterly radial line, measured Southeasterly, from said center line of main track at Engineer Station 1197+75 and the southwesterly radial line, measured Southeasterly, from said center line of main track at Engineer Station 1199+50.

Said strip of land contains an area of 1764 square feet, more or less.

1a. Railroad, at its expense, will prepare its tracks to receive paving, will install treated ties and metal guardrails on the tracks through the crossing as shown in red on the attached print of Portland Division Drawing P-17261-D, Revised August 24, 1960, which is made a part hereof. Railroad will also relocate the existing flashing light signals from the location shown in yellow to the location shown in red on said attached print, and Grantee will reimburse Railroad for all expense incurred in performing this work. Such reimbursement will be made in accordance with PPM 30-3 and amendments and supplements thereto, issued by the Bureau of Public Roads.

2. This grant is made subject and subordinate to the prior and continuing right and obligation of Railroad, its successors and assigns, to use all the property described herein in the performance of its duty as a common carrier and for that purpose there is reserved unto Railroad, its successors and assigns, the right (consistent with the rights herein granted) to construct, reconstruct, maintain and use existing and future railroad tracks, facilities and appurtenances and existing and future transportation, communication and pipe line facilities and appurtenances in, upon, over, under, across or along said property.

3. This grant is made subject to all licenses, leases, easements restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property and the word GRANT as used herein shall not be construed as a covenant against the existence of any thereof.

4. The rights herein granted to Grantee shall lapse and become void if the construction or reconstruction of said highway upon said property is not commenced within one (1) year from the date first herein written.

5. This grant shall not be construed as conveying or otherwise vesting in Grantee the right to install or the power to authorize the installation of any ditches, pipes, drains, sewer or underground structures, or the facilities of any telegraph, telephone or electric power lines in, upon over, under, across or along said property, subject, however, to Oregon legislative enactments.

6. Grantee shall obtain any necessary authority and permission required to construct, reconstruct, maintain and use said highway upon said property from the governmental body or bodies having jurisdiction thereover.

7. Except as herein otherwise provided, Grantee shall bear the entire cost and expense of constructing, reconstructing and maintaining said highway upon said property. The crossing of said highway over any tracks of Railroad shall be constructed and maintained at the grade of said tracks now or hereafter existing. After the construction or reconstruction of said highway has been completed, Railroad shall maintain its track structure and Grantee the highway surface.

8. Grantee agrees to reimburse Railroad for any and all assessments which may be levied by order of any authorized lawful body against the property of Railroad (and which may have been paid by Railroad) to defray any part of the cost or expense incurred in connection with the construction or reconstruction of said highway upon said property commenced within one (1) year from the date first herein written.

9. Should Grantee, its successors or assigns, at any time abandon the use of said property or any part thereof, or fail at any time to use the same for said purpose for a continuous period of one (1) year, the rights granted shall cease to the extent of the use so abandoned or discontinued, and Railroad, its successors or assigns, shall at once have the right, in addition to but not in qualification of the rights hereinabove reserved, to resume exclusive possession of the said property, or the part thereof the use of which is so discontinued or abandoned. Upon termination of the rights hereby granted, Grantee agrees to remove said highway, including the paving, from said property of Railroad, to restore said property as nearly as practicable to the same state and condition in which it existed prior to the construction of said highway, and to bear the expense thereof. Should Grantee in such event fail, neglect or refuse to so remove said highway and restore said property, such removal and restoration may be performed by Railroad at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand.

10. This indenture shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their respective officers thereunto duly authorized as of the day and year first above written. (In Duplicate)

SOUTHERN PACIFIC COMPANY,

By /s/ W. D. Lamprecht
Vice President

Attest: /s/ T. F. Ryan
Assistant Secretary

STATE OF OREGON, by and through its State Highway Commission,

By /s/ M. K. McIver
Chairman

By /s/ K. N. Fridley
Commissioner

By /s/ Glenn L. Jackson
Commissioner

APPROVED:

/s/ G. S. Paxson
Asst. State Highway Engineer

APPROVED AS TO FORM:

/s/ L. I. Lindas
Chief Counsel

/s/ J. W. DeSouza
Assistant Counsel

ATTEST:

/s/ C. W. Head
Secretary

STATE OF CALIFORNIA,)
City and County of San Francisco) ss

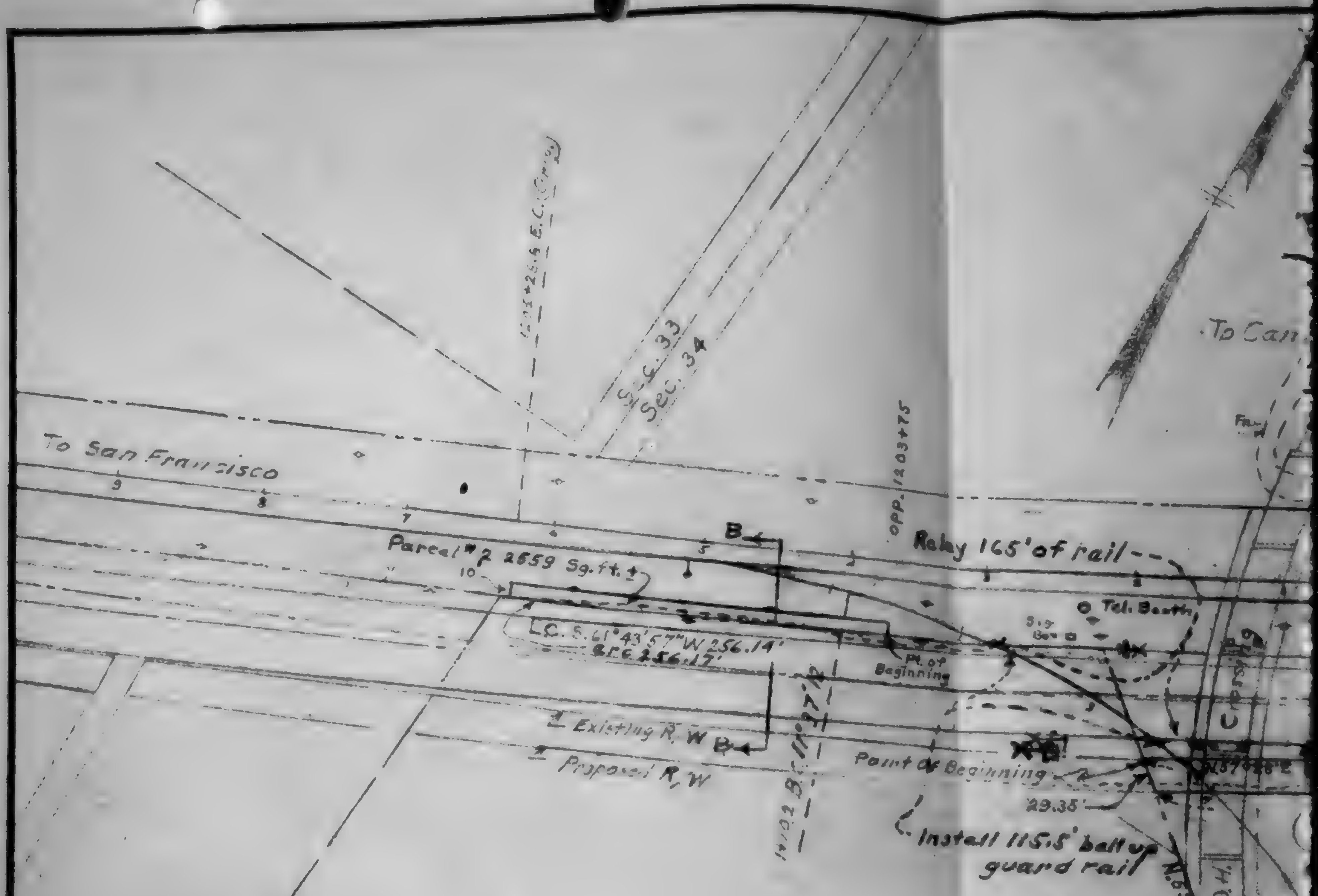
On this 21st day of October in the year One Thousand Nine Hundred and Sixty, before me, H. G. BUNN, JR., a Notary Public in and for the City and County of San Francisco, (65 Market St.) State of California, personally appeared W. D. Lamprecht and T. F. Ryan, known to me to be the Vice President and Assistant Secretary, respectively, of the corporation described in and that executed the within instrument, and also known to me to be the persons who executed it on behalf of the corporation therein named and they acknowledged to me that such corporation executed the same.

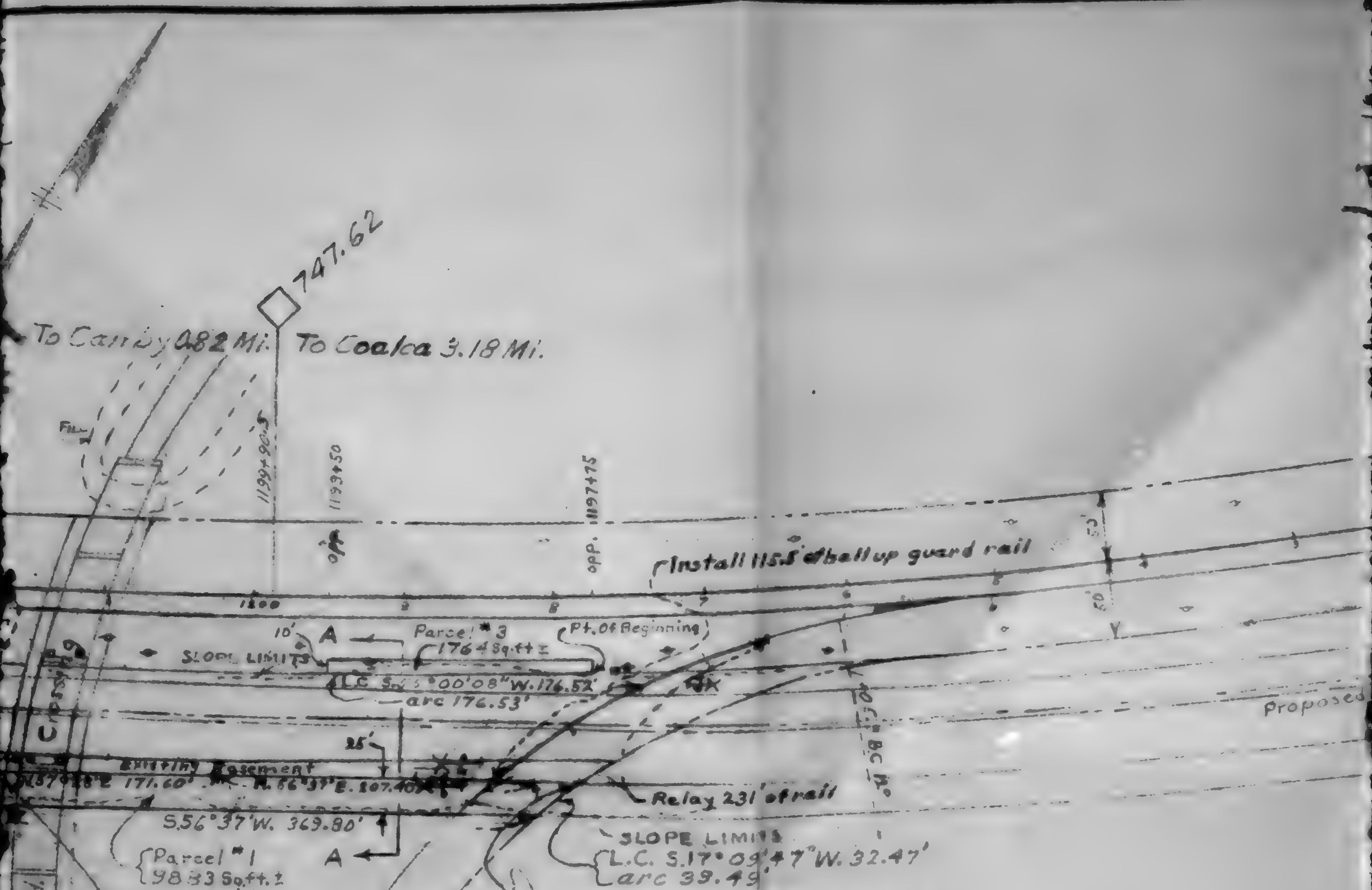
IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal at my office in the City and County of San Francisco, the day and year in this certificate first above written.

Corporation

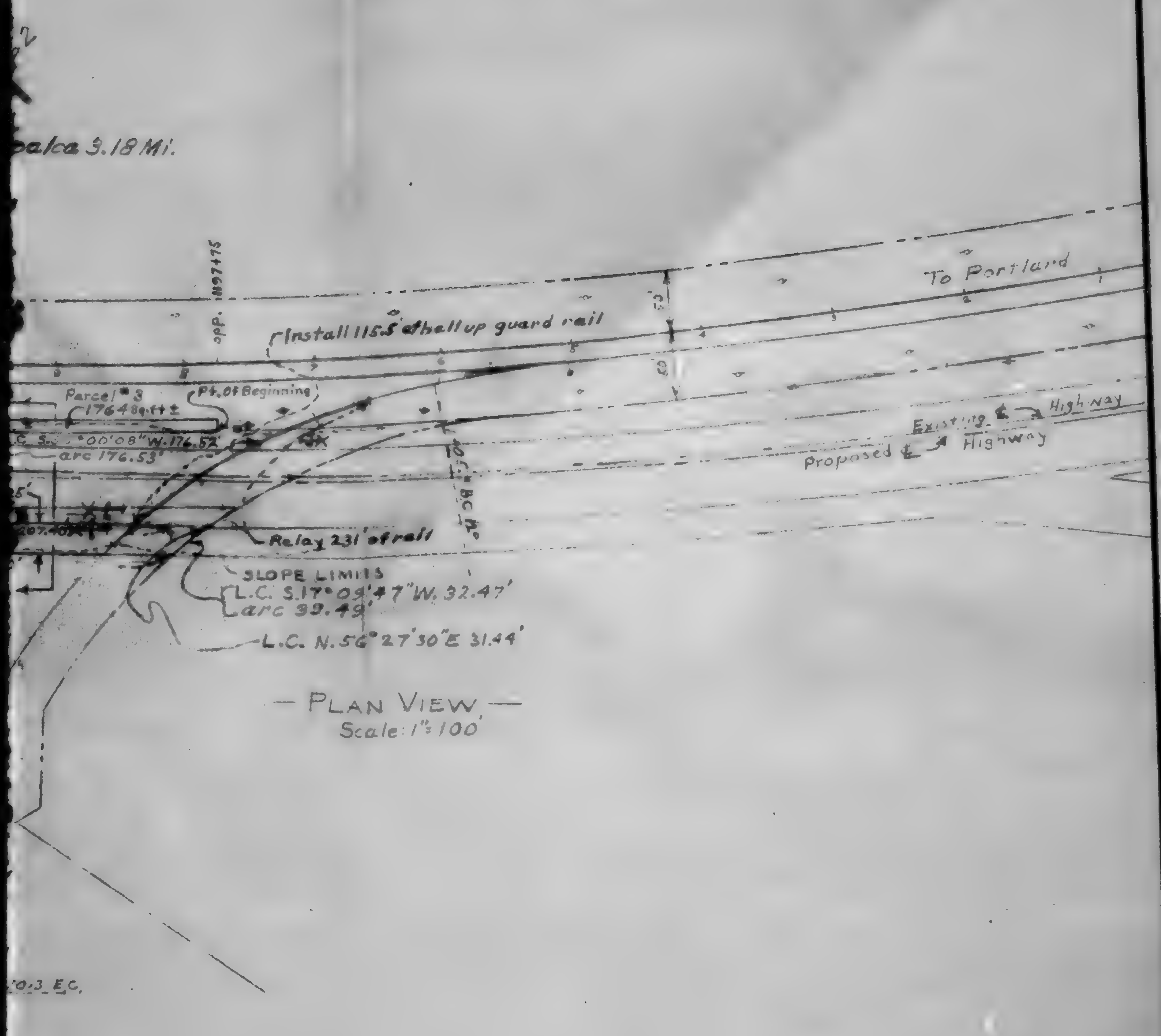
/s/ H. G. Bunn, Jr.
Notary Public in and for the City and County of San Francisco, State of California

JWD:bjk
10-6-60

Sec. 33
Sec. 34
To San Francisco
To Can
OPP. 1203+75
B
Parcel #2 2559 Sq. ft. ±
Relay 165' of rail
Tel. Booth
Sig. Box
L.C. S. 61°43'57"W 256.14'
Arc 256.17'
Pt. of Beginning
Existing R. W
Proposed R. W
Point of Beginning
29.35'
Install 115.5' ball up guard rail
O.H.
Fill
6+37.38 C.C. 7°10'
7+17.38 E.C.
Road

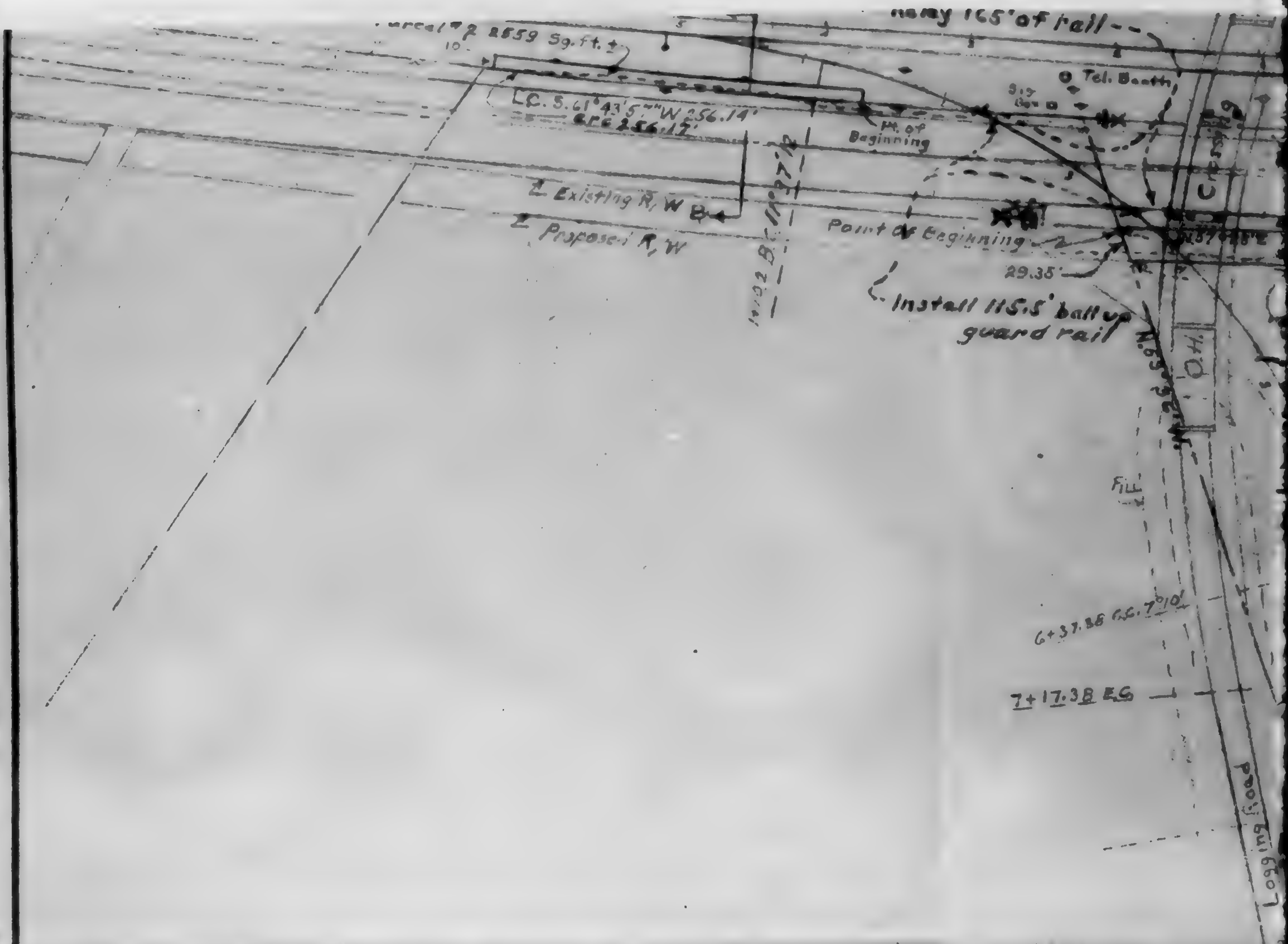

747.62
To Canby 0.82 Mi.
To Coalca 3.18 Mi.
Fill
1199+90.5
1193+50
Opp.
Opp. 1197+75
Install 115.5' of bolt up guard rail
50'
50'
1200
Parcel #3
1764 Sq.ft ±
Pt. Of Beginning
10'
A
SLOPE LIMITS
L.C. S.65°00'08"W. 176.52'
arc 176.53'
10° BC 11°
Proposed
Crossing
25'
Existing Easement
N.57°18'E 171.60'
N.56°37'E. 207.40'
S.56°37'W. 369.80'
Relay 231' of rail
SLOPE LIMITS
L.C. S.17°09'47"W. 32.47'
arc 39.49'
L.C. N.56°27'30"E 21.44'
Parcel #1
9833 Sq.ft ±
A
O.H.
Logging Road
7+70.3 E.C.
8+68.6 P.S.
31+26.9 P.T.

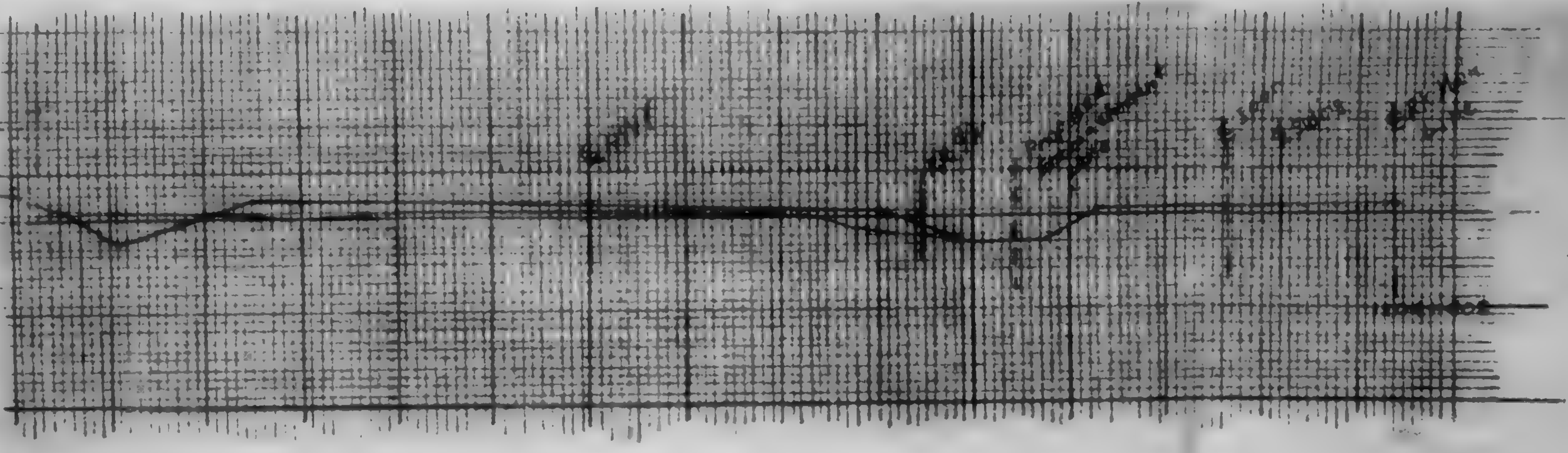
— PLAN VIEW —
Scale: 1" = 100'



palca 3.18 Mi.
opp. 1197+75
To Portland
Install 115.5' of hell up guard rail
Parcel #3
17648q.ft ±
Pt. of Beginning
.C. S. °00'08" W. 176.52'
arc 176.53'
207.40'
Relay 231' of rail
BC 7°
SLOPE LIMITS
L.C. S.17°09'47" W. 32.47'
arc 32.49'
L.C. N.56°27'30"E 31.44'
Existing ℄ Highway
Proposed ℄ Highway
0:3 E.C.
8+68.6 R.S.
87+26.8 P.O.T.

— PLAN VIEW —
Scale: 1" = 100'


Parcel #2 2859 Sq. Ft. ±
many 165' of rail
Tel. Booth
L.C. S.61°43'57"W 256.14'
Arc 256.17'
Pt. of Beginning
℄ Existing R/W B
℄ Proposed R/W
Point of Beginning
29.35'
Install 115.5' ball up guard rail
O.H.
Fill
6+37.38 E.C. 7°10'
7+17.38 E.C.
Logging Road



.X-Sec. "B-B"

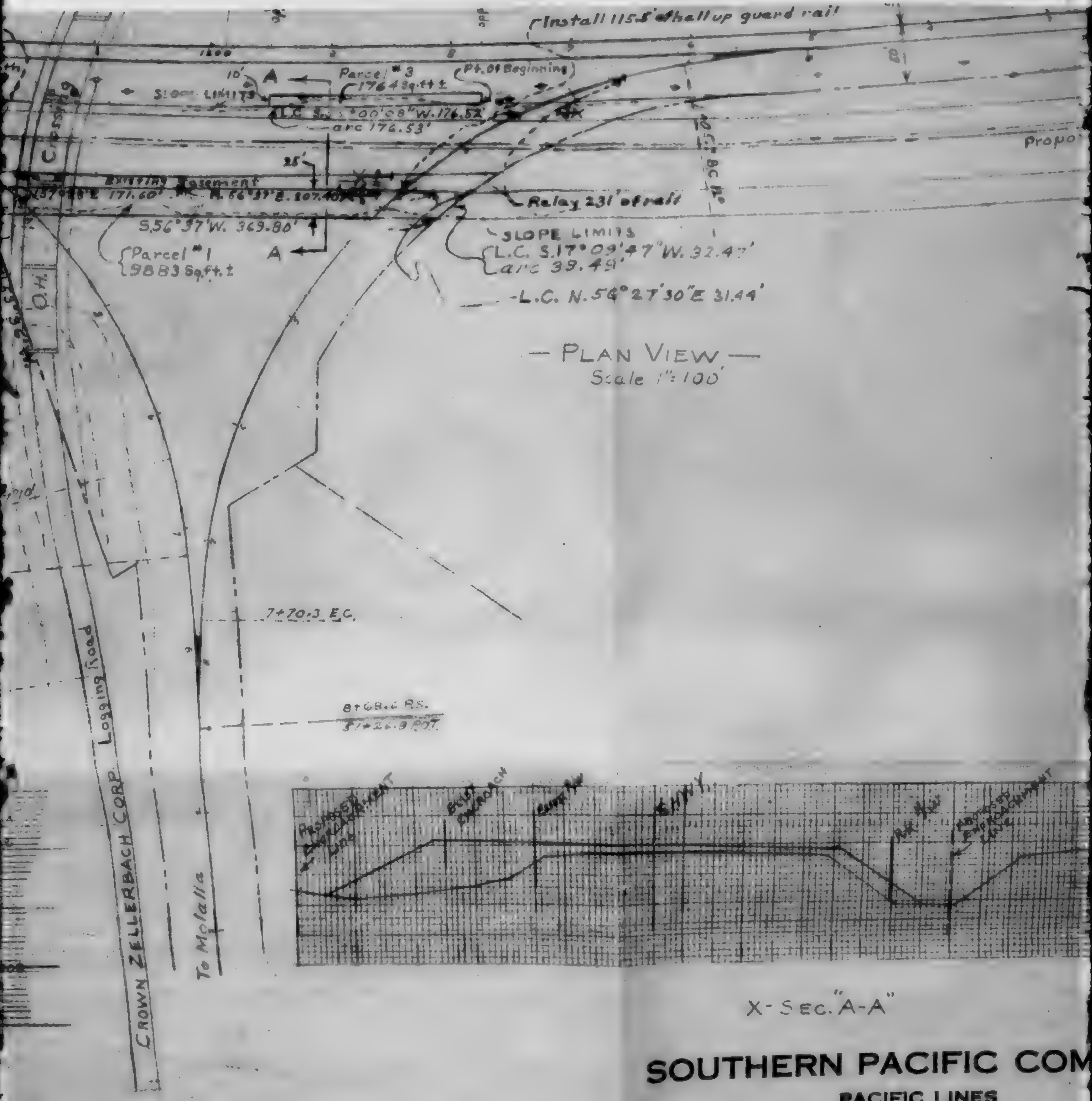
LEGEND

▭ YELLOW TINT SHOWS EASEMENTS

—·— SHOWS S.P. CO. PROPERTY LINE

— Yellow shows shift or abandon

— Red shows new work


Install 115.5' of hall up guard rail
1200
10'
A
Parcel #3
17648 sq.ft ±
Pt. of Beginning
SLOPE LIMITS
L.C. S. °00'08" W. 176.52'
arc 176.53'
25'
Existing Easement
N 57° E 171.60'
N. 66°37' E. 107.40'
S.56°37'W. 369.80'
Parcel #1
9883 Sq.ft. ±
A
Relay 231' of rail
SLOPE LIMITS
L.C. S.17°09'47" W. 32.47'
arc 39.49'
-L.C. N.56°27'30" E 31.44'
8'
10' BC
Propo
Crossing
O.H.
7+70.3 E.C.
8+68.6 P.S.
37+26.9 P.O.T.
Logging Road
CROWN ZELLERBACH CORP.
To Molalla
Proposed Encroachment Line
Exist. Encroach
Exist R/W
S HWY
RR R/W
Proposed Encroachment Line

— PLAN VIEW —
Scale 1" = 100'

X-SEC. "A-A"

SOUTHERN PACIFIC COM

PACIFIC LINES
MOLLALA BRANCH

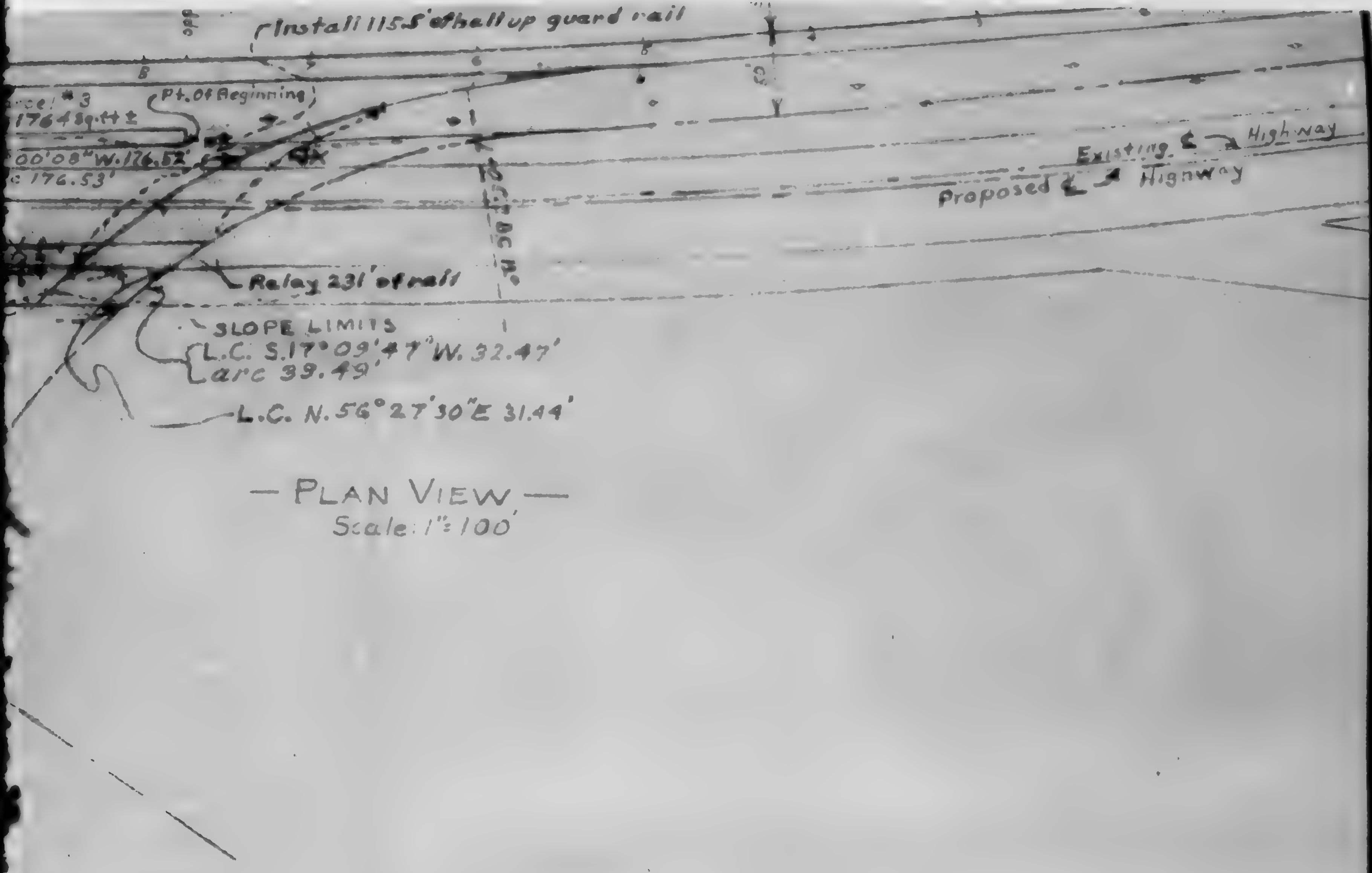
CANBY

Shift Flashing Light Signals & G
State Of Oregon

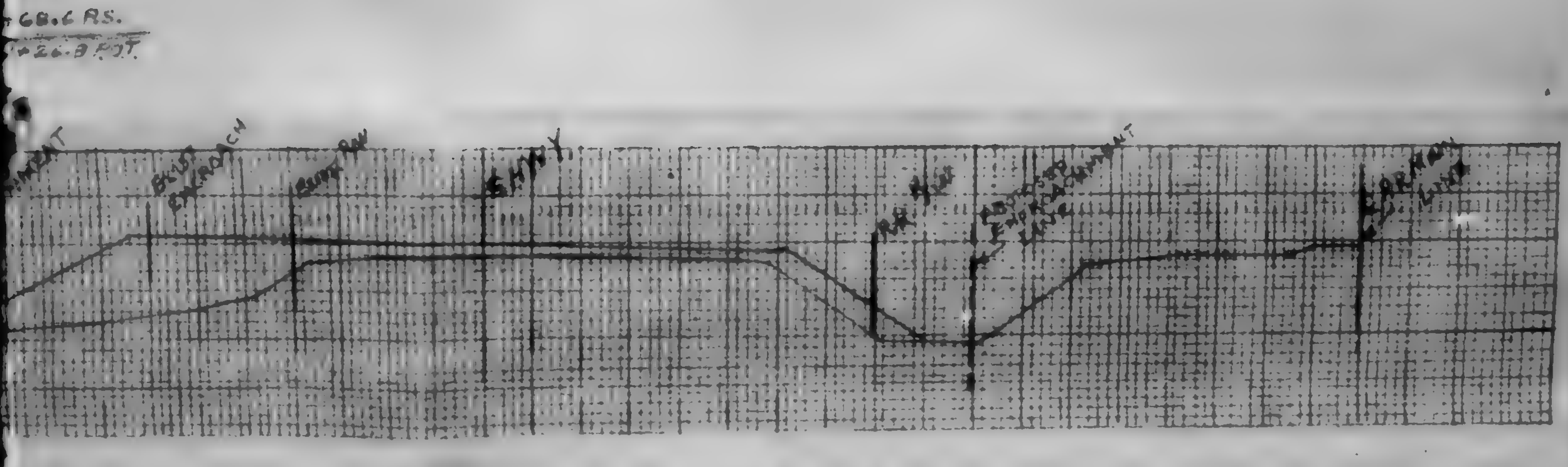
Scale: As Shown J.J. May 27,
Rev. 8-24 6

FORM 30 PD 23562
GMO 79514

6-30-60


Install 115.5' of bolt up guard rail
Pt. Of Beginning
cel #3
1764 Sq. ft ±
00'08" W. 176.52'
c 176.53'
Existing ℄ Highway
Proposed ℄ Highway
Relay 231' of rail
SLOPE LIMITS
L.C. S.17°09'47" W. 32.47'
arc 39.49'
L.C. N.56°27'30"E 31.44'

— PLAN VIEW —
Scale: 1" = 100'


+68.6 RS.
+26.8 POT.
BK. OF EMBANKMENT
EXIST. ENCROACH
EXIST. PAV.
HWY
RR
PROPOSED ENCROACHMENT LINE
EASEMENT LINE

X-SEC. "A-A"

SOUTHERN PACIFIC COMPANY

PACIFIC LINES
MOLLALA BRANCH

CANBY

Shift Flashing Light Signals & Grant Easements To State Of Oregon

Scale: As Shown J.J. May 27, 1960
Rev. 8-24-60

PORTLAND DIVN.
DRAWING P-17261-D
SHEET NO.

PD 23562
79514
6-30-60

DRAWER

RECEIVED
NOV 15 1960

FOR FILING
[illegible]
[illegible]

November 14, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

During the construction of the New Era-Canby Section of the Pacific Highway East in Clackamas County, we will cross two lines of the Molalla Branch of the Southern Pacific Railroad with a 21-inch storm-sewer installation. These crossings will be located near Station 3+55 on the westbound branch and near Station 3+55 on the eastbound branch. The crossing on the westbound branch will have a minimum of cover between the top of the pipe and the bottom of your ties equal to 2.8 feet. The crossing on the eastbound branch will have a minimum cover equal to 2.6 feet.

We propose to use 21-inch extra strength pipe conforming to ASTM C76, Class 4 rating, standards and to make the installation by the open cut method. We are certain that we can complete each installation in less than four hours and will co-ordinate our activity to your train schedules. The State Highway Department will, of course, bear all your costs of temporarily removing the tracks necessary to accomplish the pipe installation.

This pipe will be installed back of the columns for the logging road overpass and will be upon area on which we were recently granted an easement. The State will assume maintenance costs on the pipe, and the matter possibly can be handled by this letter exchange rather than a modification of the agreement already processed.

A further observation in connection with this project needs clarification. At our Station 444+35 we have installed a 24-inch outfall culvert connected to an 18-inch pipe located beneath the railroad line near Railroad Station 1173+00. This installation has a manhole at the connection of the two pipe lines. If it eventually proves that the 18-inch pipe under the railroad is of inadequate capacity, we will assume the costs of enlarging said pipe under your installation as required.

Very truly yours,

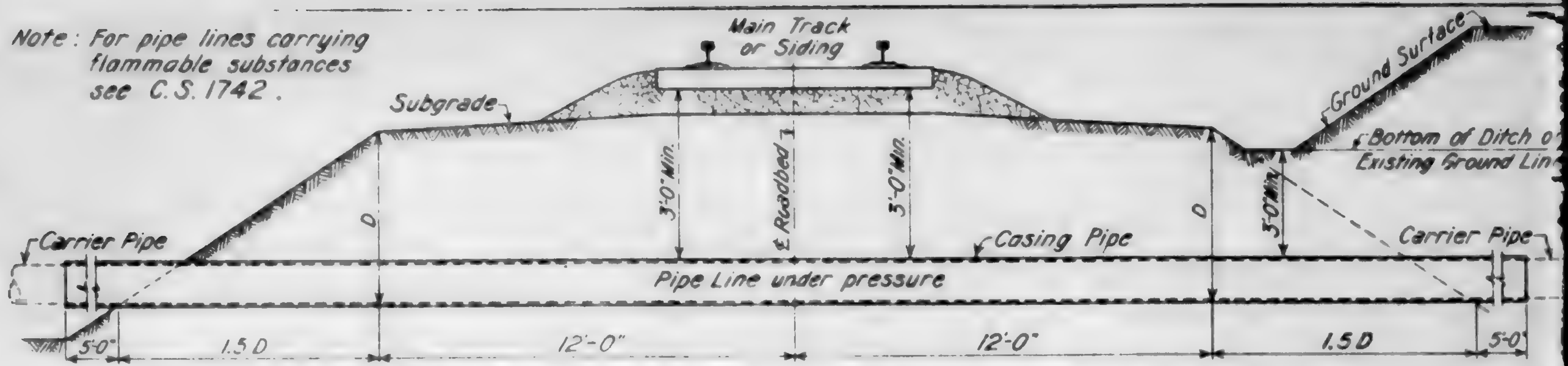
W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:mm

cc to: Mr. W. C. Williams
Mr. Tom Edwards


Note: For pipe lines carrying flammable substances see C.S. 1742.

PIPE IN EMBANKMENT (See General Rule 2) PIPE IN CUT

RULES GOVERNING THE INSTALLATION OF PIPE LINES TRANSMITTING WATER OR OTHER NON-FLAMMABLE SUBSTANGES WHEN CROSSING UNDER TRACKS:

GENERAL

1. Distance from bottom of tie to top of pipe, casing or concrete encasement shall be not less than 3'-0".

2. Pipe lines under pressure, crossing main tracks and sidings, shall be installed in an approved casing. Length of such casing shall be as shown on the drawing above.

3. Pipe lines under pressure crossing tracks other than main tracks and sidings, and pipe lines not under pressure crossing any track, do not require a casing provided the carrier pipe is of sufficient strength to support the track and has water-tight joints. For such pipe lines, casings lighter than specified in Table I for supporting track may be used for installing pipe, provided the space between carrier pipe and casing is backfilled with grout or sand.

If carrier pipe does not have sufficient strength to support track, casing or concrete encasement must be installed. Length of casing measured at right angles to track shall extend each side of center line of track four feet plus the vertical distance from bottom of tie to top of casing or encasement but not less than ten feet, except that where casing is installed through railroad embankment it shall extend beyond slope of embankment.

4. No pipe lines shall be laid through or under bridges or culverts, where there is likelihood of restricting the area required for the purpose for which the bridges or culverts were built, or endangering foundations of important structures.

5. If additional tracks are constructed in the future, the protection shall be correspondingly extended.

6. Inverted siphons for drainage or irrigation ditches (C.S. 1705) using steel pipe with welded or screwed joints or corrugated iron pipe with all seams and joints close riveted and soldered, having a diameter of 48 inches or less and the required strength to support track, may be installed without a casing.

CASINGS

1. Casing may be of either corrugated iron, smooth steel or concrete. It shall have sufficient strength to support track, except that a lighter casing may be used for installation purposes as provided in General Rule 3 above.

Nestable (knocked down) type plain galvanized corrugated pipe of gage corresponding to requirements of Table I may be used to protect carrier pipes that are already in place.

2. Metal casing for supporting track shall conform to thicknesses shown in Table I and shall have joints of either screw, welded or riveted type. It shall be galvanized or shall be dipped in preservative material and thoroughly coated inside and outside.

3. Concrete casing for supporting track shall have the strength specified in current ASTM Serial Designation C-76, Class IV. All joints shall be water-tight and of an approved type of construction.

4. The inside diameter of casing shall be at least 2 inches greater than the largest outside diameter of carrier pipe.

5. Sizes of casing larger than shown in Table I are special cases and will be decided upon their merits.

6. Casing shall be so installed as to prevent formation of waterway under the railway. It shall have even bearing throughout its length and shall slope toward one end.

7. When practicable, casing may be installed by the jacking or boring method. If installed by tunneling, space around carrier pipe must be backfilled with grout or sand.

8. When placed in open cut, pipe lines having diameter of 36" or less, when crossing tracks other than main tracks and sidings, may be encased in concrete as shown in Table II.

9. Where the ends of the casing are below ground, they shall be suitably protected against the entrance of foreign material, which might prevent ready removal of the carrier pipe.

Where the ends of the casing are at or above ground surface and above high water level, they may be left open, provided drainage is afforded in such a manner that leakage will be conducted away from the roadbed and structures.

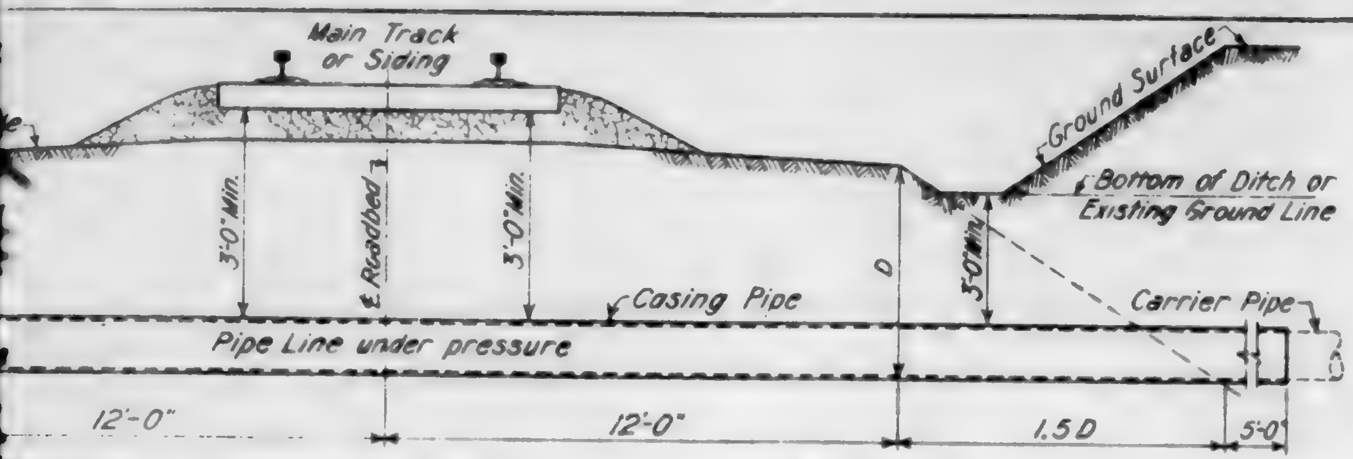
10. Requirements for casings for pipes under main tracks and sidings in dedicated streets may be modified when authorized by Chief Engineer.

CARRIER PIPE

1. Carrier pipe shall be of an approved type with water-tight joints.

2. Corrugated iron, smooth steel or concrete carrier pipe when used without a casing shall have the same strength as required above for casings.

3. Cast iron carrier pipe used without a casing shall have a thickness not less than that specified for Class 150 Cast Iron pipe.



KMENT (See General Rule 2) PIPE IN CUT

PE LINES TRANSMITTING
NGES WHEN CROSSING

.casing or concrete

racks and sidings, shall
such casing shall be

s other than main tracks
ure crossing any track,
pipe is of sufficient
tight joints. For such
ble I for supporting
the space between carrier
and.
trength to support track,
stalled. Length of casing
end each side of center
nce from bottom of tie
s than ten feet, except
road embankment it shall

der bridges or culverts,
rea required for the
ere built, or endangering

he future, the protection

ion ditches (C S. 1705)
ints or corrugated iron
and soldered, having a
uired strength to support

smooth steel or concrete
track, except that a
purposes as provided

nized corrugated pipe
of Table I may be
already in place

2. Metal casing for supporting track shall conform to thicknesses shown in Table I and shall have joints of either screw, welded or riveted type. It shall be galvanized or shall be dipped in preservative material and thoroughly coated inside and outside.

3. Concrete casing for supporting track shall have the strength specified in current ASTM Serial Designation C-76, Class IV. All joints shall be water-tight and of an approved type of construction.

4. The inside diameter of casing shall be at least 2 inches greater than the largest outside diameter of carrier pipe.

5. Sizes of casing larger than shown in Table I are special cases and will be decided upon their merits.

6. Casing shall be so installed as to prevent formation of waterway under the railway. It shall have even bearing throughout its length and shall slope toward one end.

7. When practicable, casing may be installed by the jacking or boring method. If installed by tunneling, space around carrier pipe must be backfilled with grout or sand.

8. When placed in open cut, pipe lines having diameter of 36" or less, when crossing tracks other than main tracks and sidings, may be encased in concrete as shown in Table II.

9. Where the ends of the casing are below ground, they shall be suitably protected against the entrance of foreign material, which might prevent ready removal of the carrier pipe.

Where the ends of the casing are at or above ground surface and above high water level, they may be left open, provided drainage is afforded in such a manner that leakage will be conducted away from the roadbed and structures.

10. Requirements for casings for pipes under main tracks and sidings in dedicated streets may be modified when authorized by Chief Engineer.

CARRIER PIPE

1. Carrier pipe shall be of an approved type with water-tight joints.

2. Corrugated iron, smooth steel or concrete carrier pipe when used without a casing shall have the same strength as required above for casings.

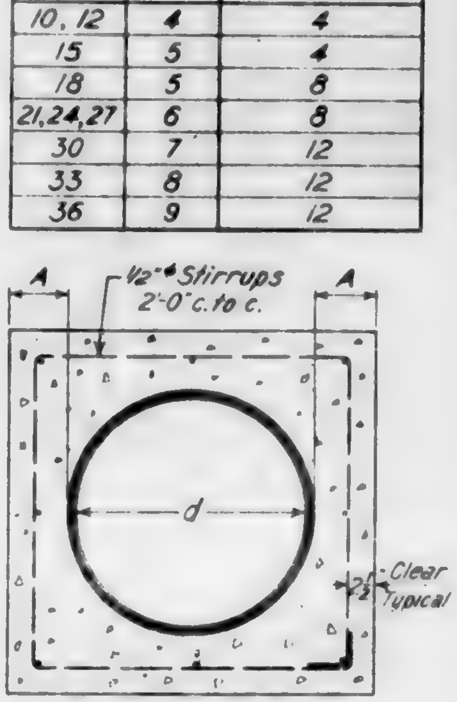
3. Cast iron carrier pipe used without a casing shall have a thickness not less than that specified for Class 150 Cast Iron pipe.

TABLE I
THICKNESS OF PIPE CASINGS FOR SUPPORTING TRACK

Inside Diameter	Corrugated Iron Pipe	Smooth Steel Pipe
Inches	U.S. Std. Gage No.	Min. Thickness Inches
4 to 10	14	1/8
12	14	3/16
15, 18	14	1/4
21, 24	12	1/4
30, 36	10	5/16
48, 54, 60	8	[illegible]

TABLE II
CONCRETE ENCASEMENT FOR PIPES

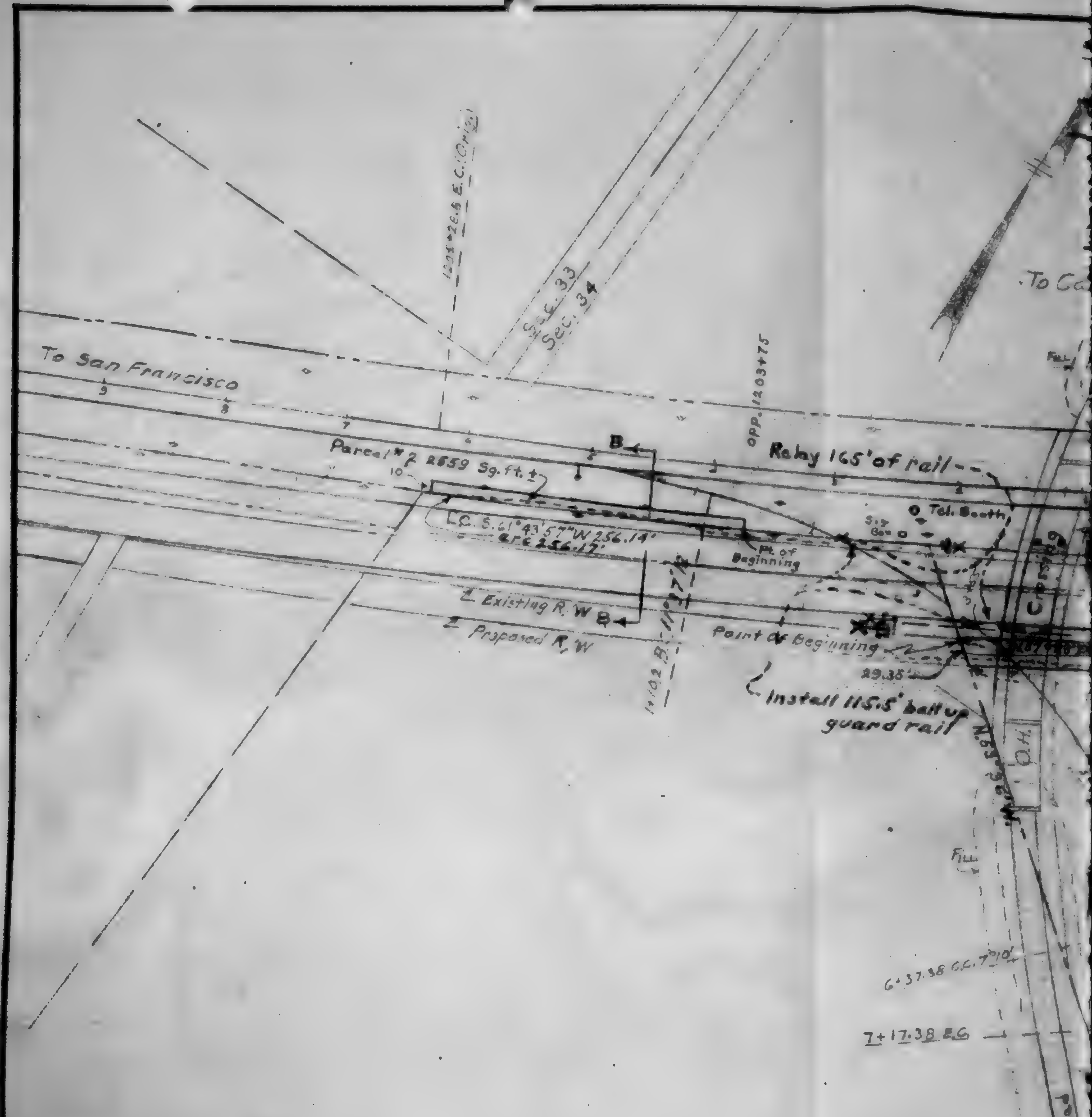
d Inches	A Inches	Number of Longitudinal 1/2"⌀ Bars
10, 12	4	4
15	5	4
18	5	8
21,24,27	6	8
30	7	12
33	8	12
36	9	12

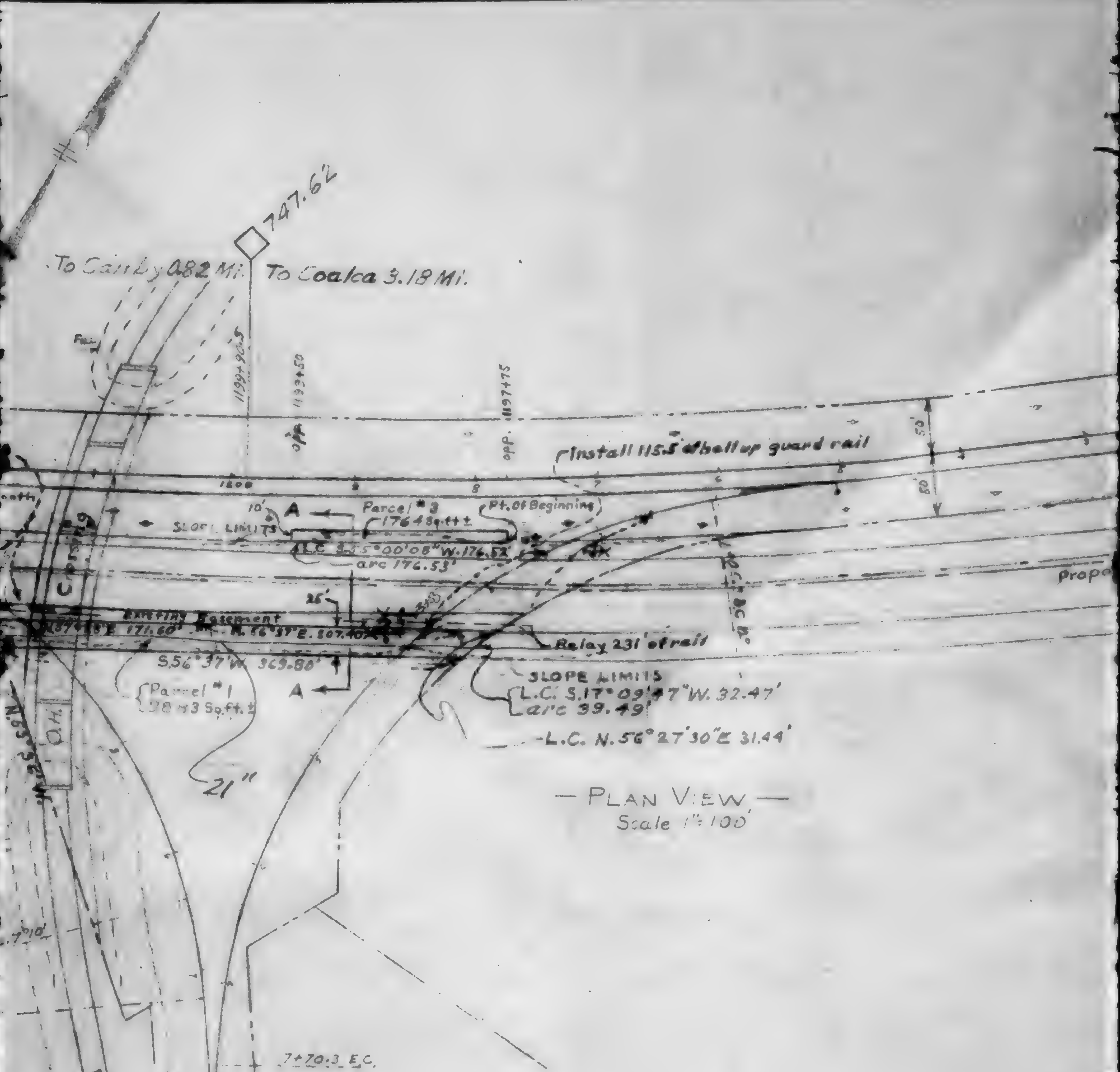


SOUTHERN PACIFIC LINES
COMMON STANDARD

PIPE LINES
FOR NON-FLAMMABLE SUBSTANCES CROSSING UNDER TRACK

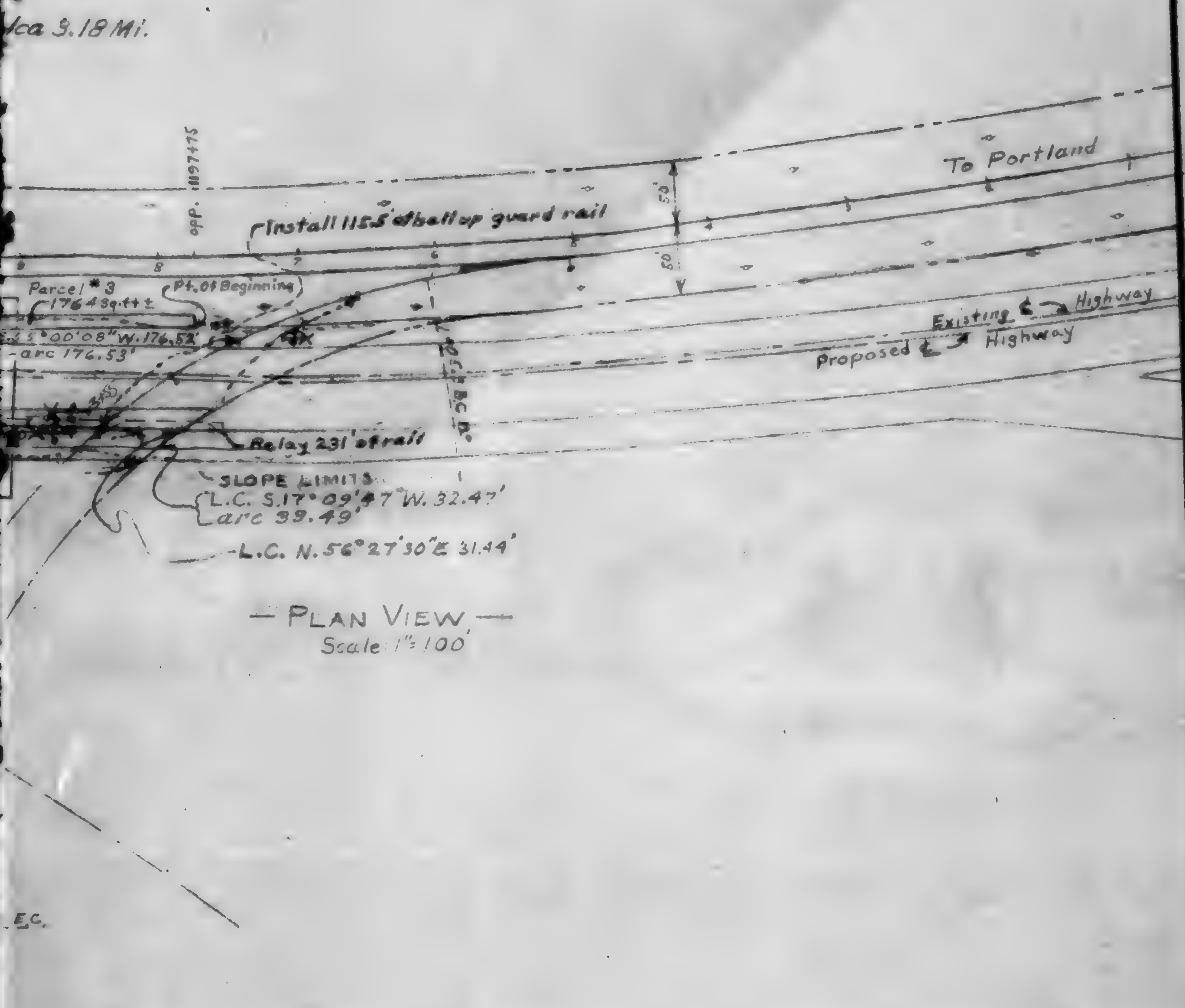
NO SCALE ADOPTED APR 20 19


1208+26.5 E.C.(Orig)
Sec. 33
Sec. 34
To Ca
To San Francisco
OPP. 1203+75
Fill
Relay 165' of rail
B
Parcel #2 2659 Sq.ft.±
L.C. S. 61°43'57" W 256.14'
arc 256.17'
Pt. of Beginning
Tel. Booth
Sig. Box
℄ Existing R.W B
℄ Proposed R.W
1+102 B. 1102+77.5
Point of Beginning
29.35'
Install 115.5' bolt up guard rail
O.H.
Fill
6+37.38 C.C.
7+17.38 E.C.
Logging Road


747.62
To Canby 0.82 Mi.
To Coalca 3.18 Mi.
Fill
1199+90.5
opp. 1193+50
opp. 1197+75
Install 115.5' of bolt up guard rail
50'
60'
1200
8
7
6
10'
A
Parcel #3
1764 Sq. ft. ±
Pt. of Beginning
SLOPE LIMITS
L.C. S.55°00'08"W. 176.52'
arc 176.53'
25'
Existing Easement
171.60'
N.56°37'E. 807.40'
Relay 231' of rail
S.56°37'W. 369.80'
A
Parcel #1
3843 Sq. ft. ±
21"
SLOPE LIMITS
L.C. S.17°09'37"W. 32.47'
arc 39.49'
L.C. N.56°27'30"E 31.44'
12°C BC
O.H.
Logging Road
7+70.3 E.C.
8+68.6 R.S.
Propo

— PLAN VIEW —

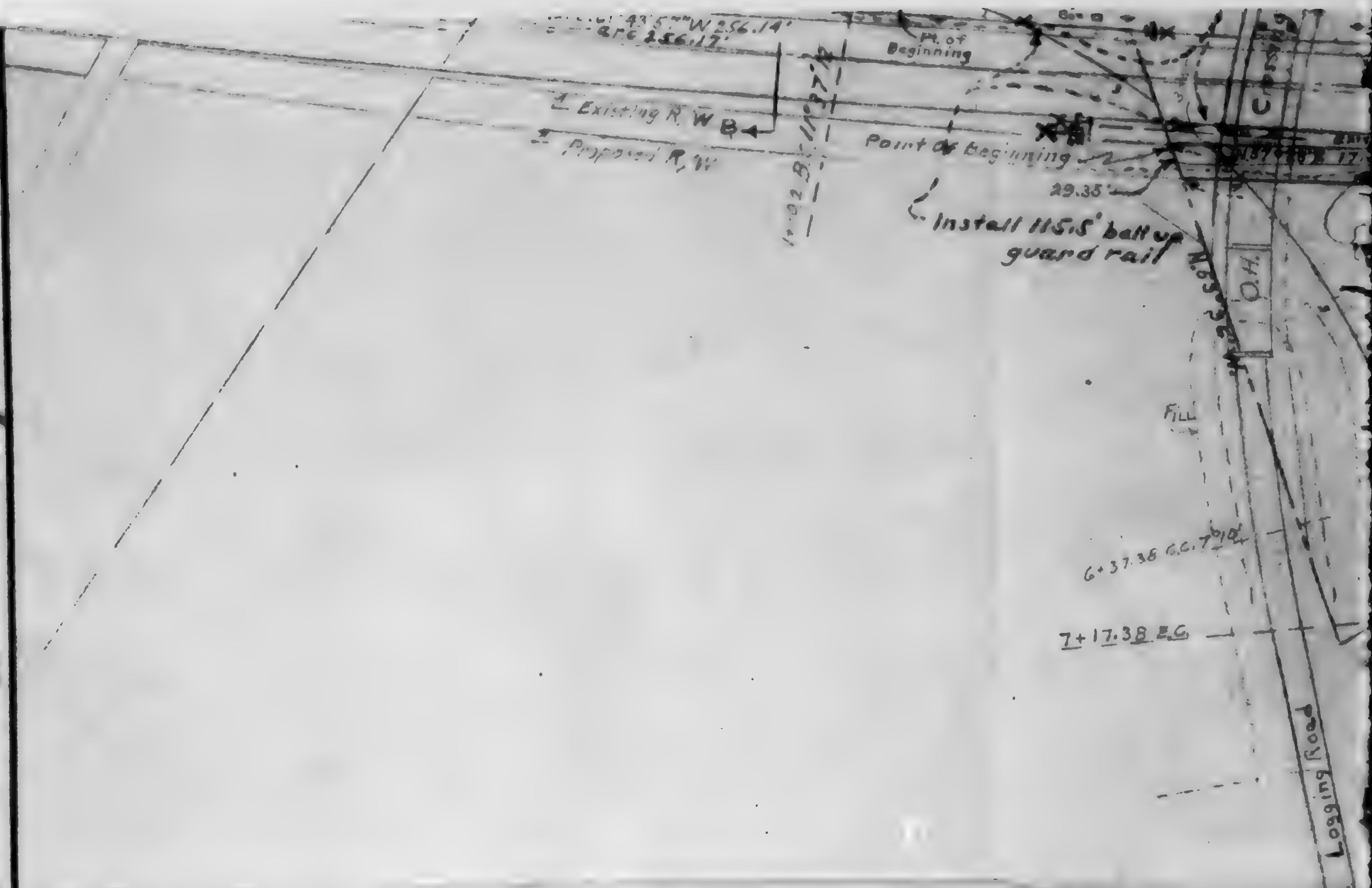
Scale 1" = 100'

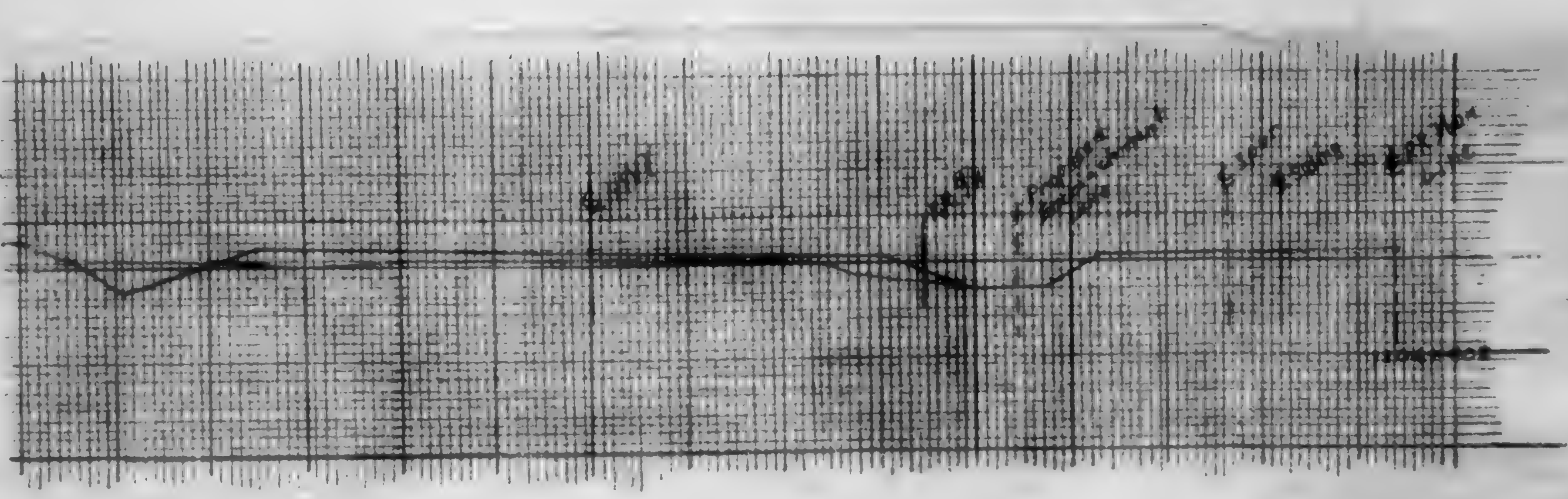


lca 3.18 Mi.
opp. 1197+75
Install 115.5' of bolt up guard rail
50'
50'
To Portland
9
8
7
6
5
4
3
Parcel * 3
1764 sq.ft ±
Pt. of Beginning
S.35°00'08"W. 176.52'
arc 176.53'
Existing ℄ Highway
Proposed ℄ Highway
B.C.
Relay 231' of rail
SLOPE LIMITS
L.C. S.17°09'47"W. 32.47'
arc 33.49'
L.C. N.56°27'30"E 31.44'
E.C.
8+68.6 RS.
31+26.9 ST.

— PLAN VIEW —

Scale: 1"=100'


W 256.14'
arc 256.17'
Pt. of Beginning
Existing R.W B
Proposed R.W
Point of Beginning
29.35'
Install 115.5' belly up guard rail
O.H.
Crossing
Fill
6+37.36 E.C.
7+17.38 E.C.
Logging Road
BACH CORP.



X - Sec. "B-B"

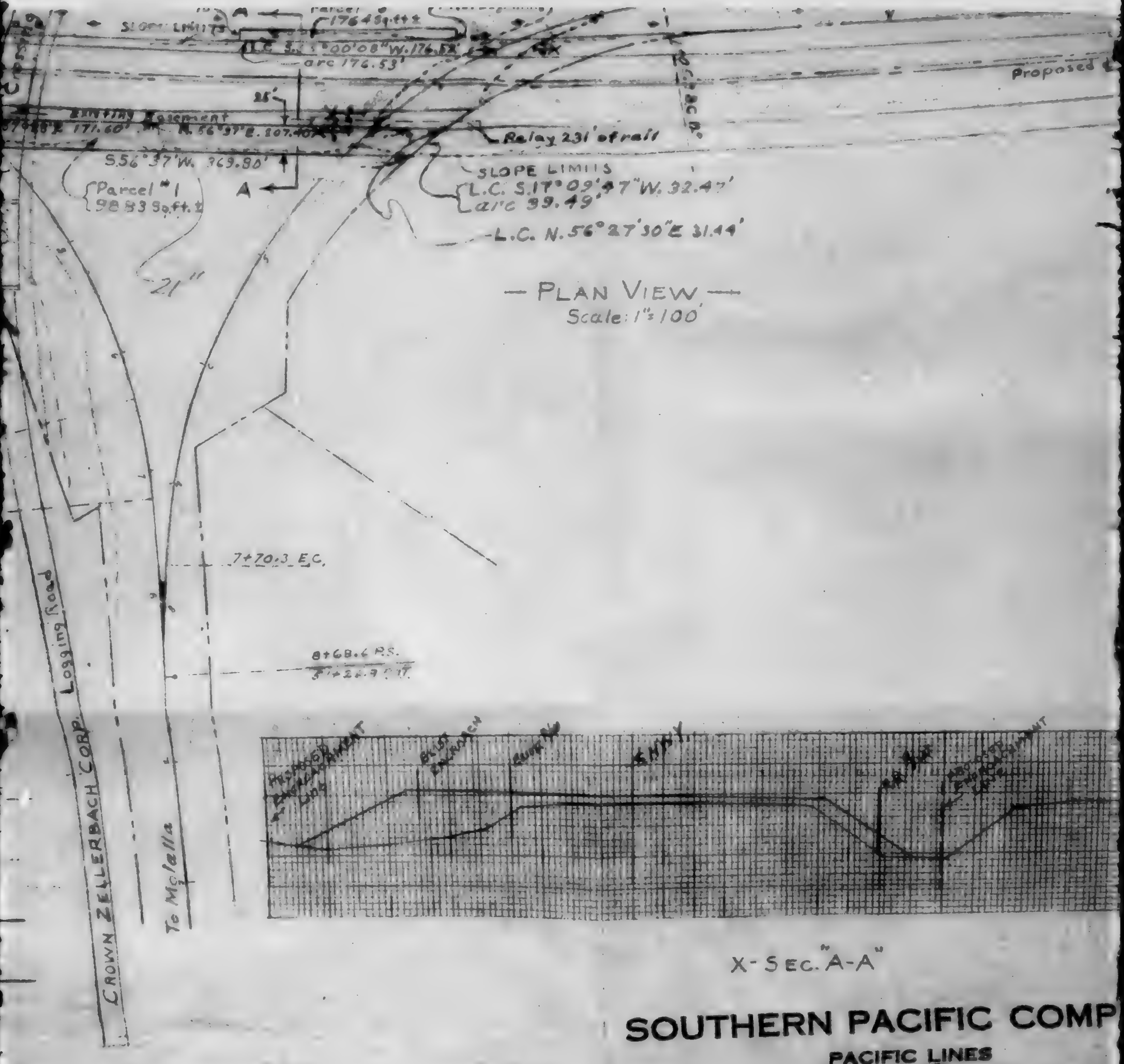
LEGEND

▭ YELLOW TINT SHOWS EASEMENTS

—·—·— SHOWS S. P. CO. PROPERTY LINE

— Yellow shows shift or abandon

— Red shows new work


SLOPE LIMITS
A
Parcel
1764 Sq.ft.±
L.C. S.5°00'08"W. 176.52'
arc 176.53'
25'
Existing Easement
171.60'
N.56°37'E. 807.40'
Relay 231' of rail
S.56°37'W. 369.80'
A
Parcel #1
9883 Sq.ft.±
SLOPE LIMITS
L.C. S.17°09'47"W. 32.47'
arc 33.49'
L.C. N.56°27'30"E 31.44'
21"
Proposed
7+70.3 E.C.
8+68.6 P.S.
Crown Zellerbach Corp. Logging Road
To Molalla
Proposed Embankment Line
Exist. Embankment
Curb
Hwy
R.R.
Proposed Embankment Line

— PLAN VIEW —
Scale: 1" = 100'

X-SEC. "A-A"

SOUTHERN PACIFIC COMP

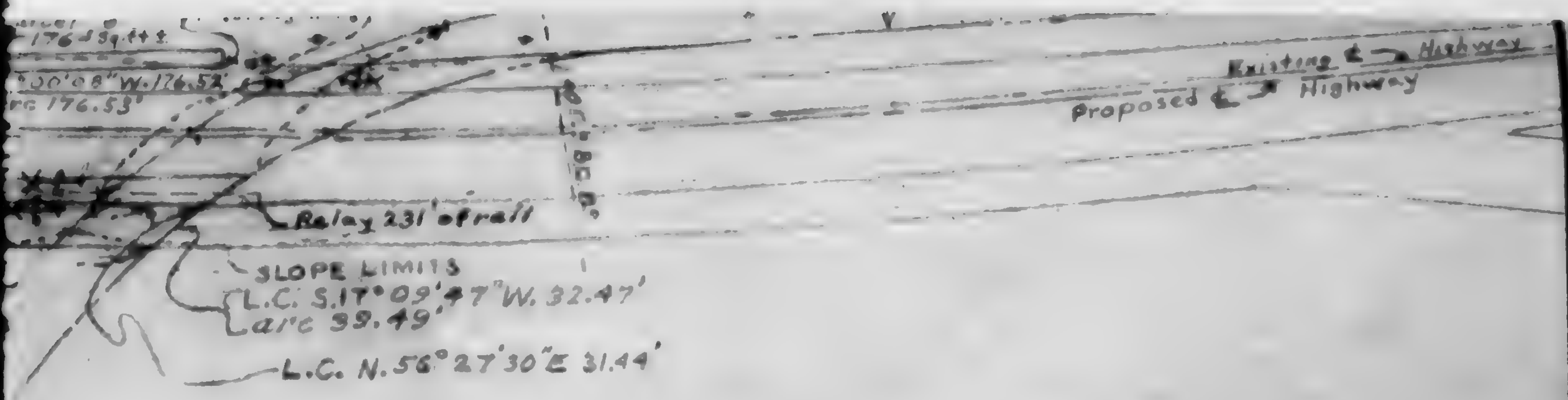
PACIFIC LINES
MOLLALA BRANCH

CANBY

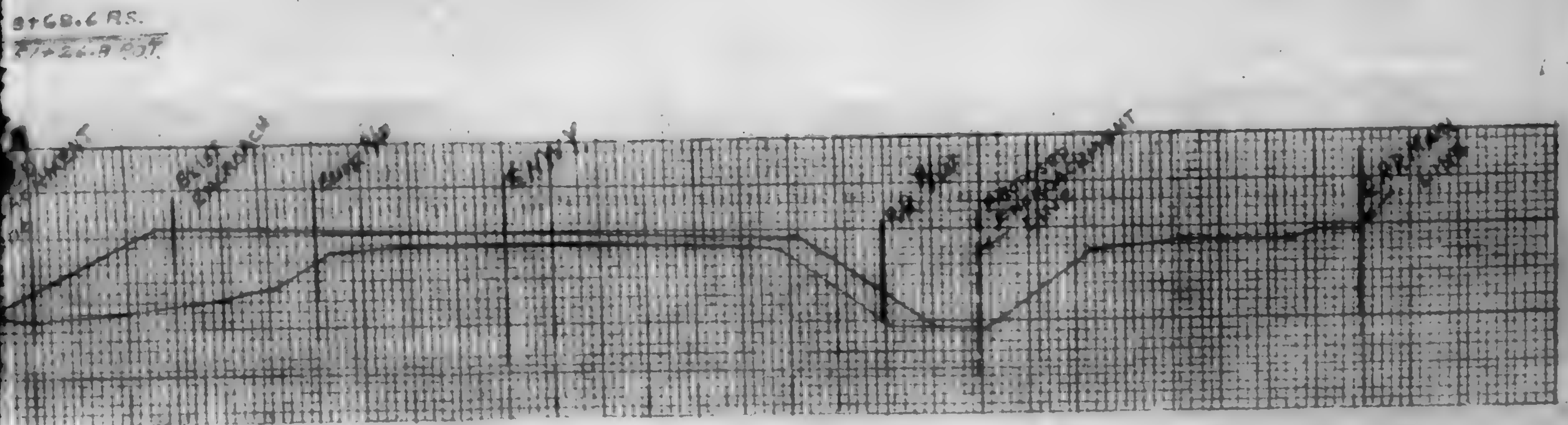
Shift Flashing Light Signals & Grai
State Of Oregon

Scale: As Shown J.J. May 27, 190
Rev. 8-24-60

FORM 30 PD 23562
GMO 79514
6-30-60


176 Sq.ft.
00'08"W. 176.52'
rc 176.53'
Existing ℄ Highway
Proposed ℄ Highway
Relay 231' of rail
SLOPE LIMITS
L.C. S.17°09'47"W. 32.47'
L arc 39.49'
L.C. N.56°27'30"E 31.44'

— PLAN VIEW —
Scale 1"=100'


8+68.6 RS.
21+26.8 POT.
℄ HWY
PROPOSED EMBANKMENT LINE

X-SEC. "A-A"

SOUTHERN PACIFIC COMPANY

PACIFIC LINES
MOLLALA BRANCH

CANBY

Shift Flashing Light Signals & Grant Easements To
State Of Oregon

Scale: As Shown J.J. May 27, 1960
Rev. 8-24-60

30 PD 23562 6-30-60
10 79514

PORTLAND DIVN.
DRAWING P-17261-D
SHEET NO.

DRAWER

RECEIVED
NOV 10 1960
FOR FILING
F-132 (1)

[illegible]

Salem, Oregon
November 9, 1960

Mr. J. W. DeSouza
Ass't. Counsel
Office

Attached are two copies of an agreement with the Southern Pacific Company relative to the improvement of the Pacific Highway between New Era and Canby in Clackamas County. These copies have been executed by the State Highway Commission and are now ready for the signature of the Officials of the Railroad Company.

When fully signed please return one copy of the above agreement to this office for the Commission's files.

Secretary

rn
Attach: 2

4-59

8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO
GMO 79514

November 1, 1960

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. G. W. Paxson
Asst. State Highway Engineer

Dear Sir:

Referring to proposed improvement of Pacific Highway between New Era and Canby, with particular reference to connection of 24-inch highway culvert to SP Company's culvert designated as MP 748.14 beneath our tracks between Canby and New Era.

Attached are duplicate counterparts of proposed agreement with State of Oregon covering this installation. Please review this agreement, and if satisfactory, have executed in duplicate on behalf of the State, have signatures acknowledged, and return both copies for further handling.

Yours truly,

AWKilborn

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

RECEIVED
NOV [illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 1961
FOR FILING

F-132 (11)

5256

[illegible] Era

File No. 32340

THIS INDENTURE, made this 4th day of November, 1960, by and between SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, hereinafter termed "Railroad", and STATE OF OREGON, acting by and through its State Highway Department, hereinafter termed "Grantee";

WITNESSETH:

1. Railroad hereby grants to Grantee, subject to the reservations, covenants and conditions herein contained, the right to construct, reconstruct, maintain and operate a manhole and sewer pipe extension, hereinafter termed "structure", upon and beneath the property of Railroad between Railroad's Stations of New Era and Canby, County of Clackamas, State of Oregon, at approximately Engineer Station 1172+75 as indicated in red on the print of Railroad's Portland Division Drawing A-2124, dated July 13, 1960, attached and made a part hereof.

:

:

:

:

:

:

2. This grant is made subject and subordinate to the prior and continuing right and obligation of Railroad, its successors and assigns, to use all the property described herein in the performance of its duty as a common carrier, and, for that purpose, there is reserved unto Railroad, its successors and assigns, the right (consistent with the rights herein granted) to construct, reconstruct, maintain and use existing and future railroad tracks, facilities and appurtenances and existing and future transportation, communication and pipe line facilities and appurtenances in, upon, over, under, across and along said property.

3. This grant is made subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property and the word GRANT as used herein shall not be construed as a covenant against the existence of any thereof.

4. The rights herein granted to Grantee shall lapse and become void if the construction of said structure upon said property is not commenced within one (1) year from the date first herein written.

5. Grantee shall bear the entire cost and expense of constructing, reconstructing and maintaining said structure upon said property. Grantee agrees that all work upon or in connection with said structure shall be done at such times and in such manner as not to interfere in any way whatsoever with the operations of Railroad. The plans for and the construction of said structure shall be subject to the approval of Railroad.

Grantee agrees to reimburse Railroad for the cost and expense to Railroad of furnishing any materials or performing any labor in connection with the construction, reconstruction, maintenance and removal of said structure, including, but not limited to, the installation and removal of such falsework and other protection beneath or along Railroad's tracks, and the furnishing of such watchmen, flagmen and inspectors as Railroad deems necessary.

In the event Railroad shall at any time so require, Grantee, at Grantee's expense, shall reconstruct or alter said structure or make changes in the location thereof upon receipt of written notice from Railroad so to do.

6. As part consideration, Grantee agrees to pay Railroad an amount equal to any and all assessments which may be levied by order of any authorized, lawful body against the property of Railroad (and which may have been paid by Railroad) to defray any part of the cost or expense incurred in connection with the construction of said structure upon said property commenced within one (1) year from the date first herein written.

7. Grantee, its agents and employees, shall have the privilege of entry on said property for the purpose of constructing, reconstructing, maintaining and making necessary repairs to said structure. Grantee agrees to keep said property in a good and safe condition free from waste, so far as affected by Grantee's operations, to the satisfaction of Railroad. If Grantee fails to keep said property in good and safe condition free from waste, then Railroad may perform the necessary work at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand.

8. (Deleted)

9. Should Grantee, and its assigns, at any time abandon the use of said property or any part thereof, or fail at any time to use the same for the purpose contemplated herein for a continuous period of one (1) year, the right hereby given shall cease to the extent of the use so abandoned or discontinued, and Railroad shall at once have the right, in addition to but not in qualification of the rights hereinabove reserved, to resume exclusive possession of said property or the part thereof the use of which is so discontinued or abandoned.

Upon termination of the rights and privileges hereby granted, Grantee, at its own cost and expense, agrees to remove said structure from said property and restore said property as nearly as practicable to the same state and condition in which it existed prior to the construction of said structure. Should Grantee in such event fail, neglect or refuse to remove said structure and restore said property, such removal and restoration may be performed by Railroad at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand.

10. Grantee shall require any contractor performing work under this indenture to furnish Railroad protective and other insurance which is usually required in connection with Federal Aid Projects in amount of $250,000/500,000 for bodily injury and $250,000/500,000 for property damage.

11. This indenture shall inure to the benefit of and be binding upon the successors and assigns of Railroad and upon the assigns of State.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate as of the day and year first herein written.

SOUTHERN PACIFIC COMPANY,

By /s/ W. D. Lamprecht
Vice President

Attest: /s/ H. A. Waterman
Assistant Secretary

STATE OF OREGON, acting by and through its State Highway Department

By /s/ M. K. McIver
Chairman

By /s/ K. N. Fridley
Commissioner

By /s/ Glenn L. Jackson
Commissioner

APPROVED:

/s/ G. S. Paxson
Asst. State Highway Engineer

APPROVED AS TO FORM:

/s/ L. I. Lindas
Chief Counsel

/s/ J. W. DeSouza
Assistant Counsel

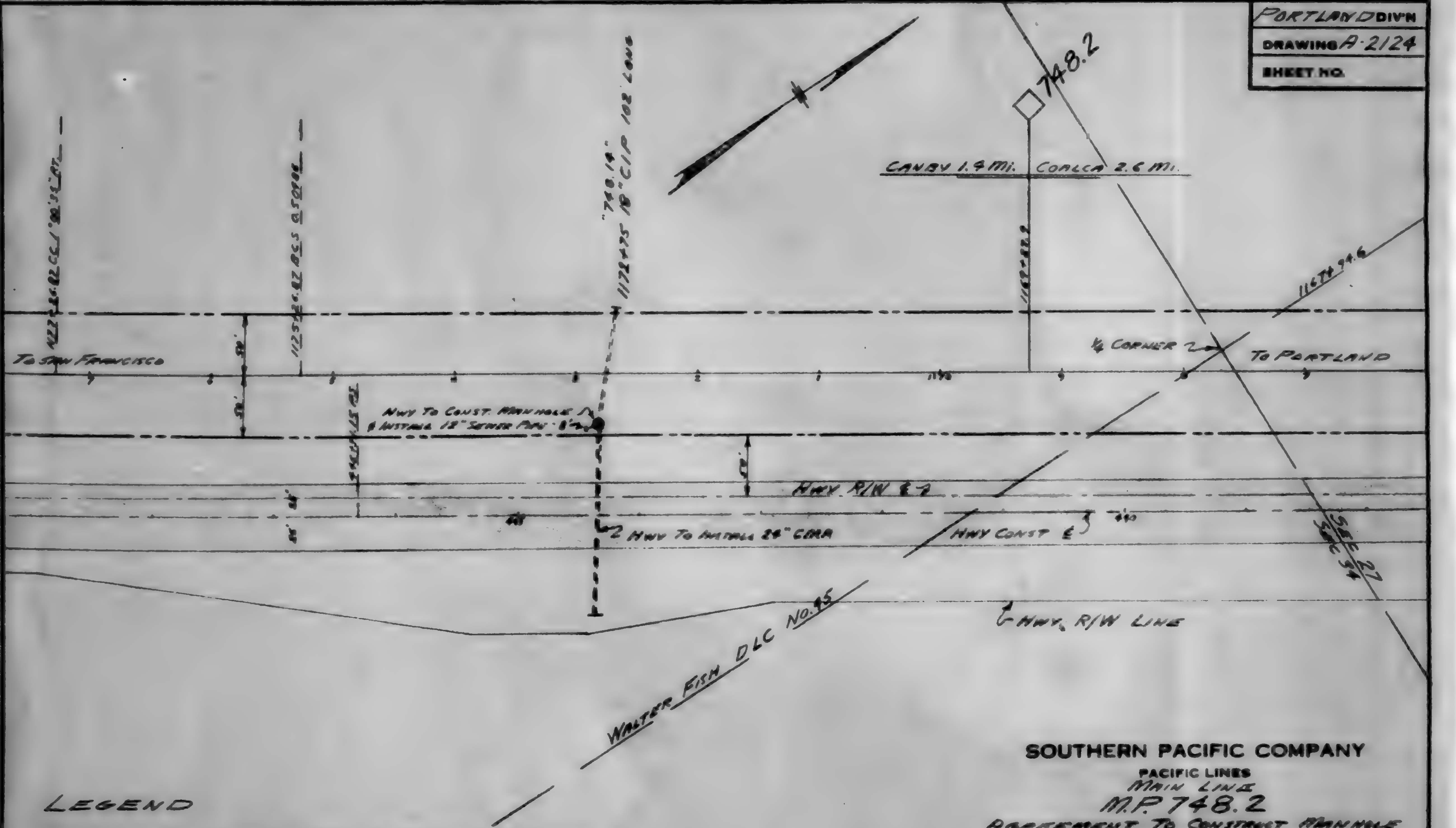
ATTEST:

/s/ Floyd Query
Secretary

(Acknowledged by Highway Commission 11/4/60 -- acknowledged by Southern Pacific Company 12/30/60)

S.P.R. OREGON DIVISION
APPROVED
C. G. Polk, Division Engineer
By Date FEB 8 1961

PORTLAND DIV'N
DRAWING A-2124
SHEET NO.


748.2
CANBY 1.4 MI. COALCA 2.6 MI.
1169+82.2
1167+94.6
¼ CORNER
TO PORTLAND
TO SAN FRANCISCO
"748.14"
1172+75 18" C.I.P 102' LONG
1125+26.82 B.C.S 0°50'00"
HWY TO CONST. MANHOLE & INSTALL 18" SEWER PIPE
HWY TO INSTALL 24" CMA
HWY. R/W
HWY CONST
HWY. R/W LINE
WALTER FISH DLC NO. 45
SEC 27
SEC 34
1170

SOUTHERN PACIFIC COMPANY

PACIFIC LINES
MAIN LINE
M.P. 748.2
AGREEMENT TO CONSTRUCT MANHOLE
STATE OF OREGON
SCALE: 1"=100 ~ July 13, 1960

LEGEND

—— RED SHOWS WORK TO BE DONE BY STATE
—·—·— SHOWS S.P. CO. PROPERTY LINE

DRAWER

RECEIVED
NOV - 1 1960
FOR FILING
F 132(11)
57H

4

November 4, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering repair and maintenance of county detour road on the New Era - Canby Section of the Pacific East Highway in Clackamas County, Contract No. 5786, in connection with Federal Aid Project No. F-132(11).

The county road from Station 365 to 465 is to be used as a detour. In order to provide an acceptable road for the traffic it will be necessary to place material on the shoulders and to maintain the road.

This work has been verbally approved by the B.P.R. District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:cr
Enc.

RECEIVED
NOV - 2 1960
FOR [illegible]
7-132 (11)

5786

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1960

SUBJECT: Pux 377 - Canby G-Xings
S. P. Co. - Clackamas County
File No. 30869
S. P. Co. File GMO 79514

To: Mr. Earl Saling

Herewith I hand you fully executed copy of agreement with Southern Pacific Company relative to the above-titled matter.

These were sent to me by Mr. A. W. Kilborn, Superintendent, Southern Pacific Company, Union Station, Portland 9, with the request that he be advised as to the recording data.

In sending him the copies which had been executed by the Highway Commission, my request for ten additional prints of Drawing P-17261-D was overlooked when returning the completed copy to me. I am today writing Mr. Kilborn requesting these prints. When received they will be forwarded to you.

No distribution of the instrument has been made, but a supply of conformed copies is attached hereto for distribution by you.

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
NOV 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT [illegible] 1960
FOR FILING
3132 (m)

5776

October 17, 1960

6868

Mr. William A. Kaiser
Route 1, Box 469
West Linn, Oregon

Dear Mr. Kaiser:

Reference is made to your letter of September 26. I have had a field investigation made of the matters which you brought up and find as follows.

We purchased right of way for the widening of this section of the Pacific Highway from the fee owner. Part of the purchase price was in consideration of the filbert trees which we later destroyed in our clearing operation. We did not disturb any trees outside of the area purchased. In the taking of this property, we paid for the value of the trees at the time of the taking. You should therefore look to the owner of the property for any compensation.

We find that the State is obligated to construct a 30-foot driveway with a 20-foot paved approach at the location of your existing approach. This access was temporarily disrupted due to grading operations. It has since been re-established and rock put on it so as to give you trouble-free access during the winter. We regret very much the inconvenience that has been caused you by this operation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. E. Johnson
Mr. Walter T. Wright

LHY:fp fn

Sept 28, 1960
Rt. 1 Bx 569
West Linn, Ore.

REFERRED TO
Edwards
By State Highway Engineer

Oregon State Highway Dept

Dear Sirs

Last Saturday I went over to my leased Filbert Orchard Owned by Edna M & Dudley J. Palmer and Audrey L & Dewey A Mosly, & was much surprised to see both the access road closed to my entry & more - to see many many filbert trees completly removed

these trees are large &
bear large amounts of nuts
annually, which after their
removal is a very great
loss to me.

My Lawyer informs me
I am entitled to some
Compensation for my labor
& loss of income due to
their removal & that the
entry road into the orchard
must be open. this
property is located in the
New Era area

very close to a Oregon
stat Highway Scale
I will appricate a
prompt and satisfactory
reply

Yours truly

William A. Kaiser

RECEIVED
OCT 3 1960
OREGON
STATE HIGHWAY COMMISSION

FORM [illegible]-123-X

RECEIVED
OCT [illegible] 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5786

October 5, 1960

Mr. A. W. Kilborn, Supt.
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Pux 377 - Canby O-Xings
S. P. Co. - Clackamas Co.
File No. 30869

Dear Mr. Kilborn:

Herewith I return to you duplicate counterparts of easement and construction agreement relative to the above-titled project. Both copies have been executed and acknowledged by the State Highway Commission. When the State's executed copy is returned I would appreciate ten addition prints of drawing P-17261-D which is attached to the instrument as an exhibit.

It is noted on the original copy on the last line of the description of parcel 2, page 1, that the word "easterly" has been changed to westerly. I assume this change is correct and the second copy should be changed to conform.

Also, please note that as a part of paragraph 1a at the bottom of page 2 the following words have been added: "Such reimbursement will be made in accordance with PPM 30-3 and amendments and supplements thereto, issued by the Bureau of Public Roads." This correction is occasioned by the fact that the petition of the Highway Commission was predicted on reimbursement being made to you under this memorandum. The order of the Public Utility Commission has not been received as yet but it is assumed that the order, when issued, will comply with the conditions outlined in the petition.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson

NOTED

RECEIVED
OCT 7 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 5 - 1960
FOR FILING
1-132 (11)
5286

Salem, Oregon
October 4, 1960

Mr. J. W. DeSouza

Southern Pacific Agreement
New Era-Canby Section
Pacific Highway

I discussed the omission of reference to PPM 30-3 in this agreement with Mr. Kendrew. He advises that we should add this requirement to the copies of the agreement before returning them.

Please advise that this is a federal-aid job, and that the billing must be under this memorandum and ask their concurrence in the amendment.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

4-59

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

GMO 79514

September 27, 1960

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon
Attention: Mr. G. S. Paxson

Dear Sir:

Referring to your letter of September 8 relative proposed improvement of Pacific Highway between New Era and Canby:

Attach duplicate counterparts of proposed agreement covering above improvement. Please review this agreement and if satisfactory have executed in duplicate on behalf of State, after which both counterparts should be returned for our further handling.

Signatures of officals executing the proposed indenture on behalf of the State should be acknowledged.

Yours truly,

A W Kilborn

Attch.

NOTED

RECEIVED
SEP 3 0 1960
OREGON
STATE HIGHWAY COMMISSION

Signed by Commission
9-30-60

Copy to [illegible] Sawyer
9/30/60

RECEIVED
OCT [illegible] 1960
FOR FILING

F-132(11)

5256

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

September 29, 1960

Attention: Mr. R. L. Porter

C. G. Polk, Division Engineer
Salem, Oregon

By:
D. M. Emrich
District Engineer

Utility adjustment
City of Canby
New Era-Canby section
Pacific Highway East
Project F-132(11)

Reference is made to your letter of September 26, 1960.

We hereby approve the agreement between the State and the city dated July 7, 1960, and the plans and estimates relating to the subject adjustment.

Authorization to proceed with the work is granted as of September 26, 1960. Approval is subject to the provisions of PPM 30-4.

Porter

NOTED
FORREST COOPER

RECEIVED
SEP 27 1960
FOR FILING
7-13[illegible]
576

4

Salem, Oregon
September 27, 1960

Canby-New Era

Mr. Tom Edwards

I am attaching hereto the only copy we have of a profile showing the track revisions at the wye tracks north of Canby. You will note that they are not entirely following the superelevation of our highway.

They say that they should have some vertical curves connecting the highway crossing with the main line of the railroad. This only amounts to a few tenths, and I presume we could warp our supers enough to meet the track grade.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. A. E. Johnson

8-2440

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO

September 21, 1960

GMO 79514

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Highway Engineer

Dear Sir:

Referring to your letter September 8 relative widening Pacific Highway 99-E between Canby and New Era.

Herewith print of our Portland Division drawing B-432, proposed profile of both wye tracks, indicating in red proposed top of rail through the highway at Canby. Please advise if this profile meets with your approval.

Yours truly,

AWKilborn

RECEIVED
[illegible] 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 26 1960
FOR FILING

F 132(11)

[illegible]

September 26, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

New Era-Canby Section
Pacific East Highway
Clackamas County
Project No. F-132(11)

Dear Sir:

Herewith are the following data covering adjustments to the City of Canby water and power and light facilities in connection with construction of the subject project:

1. Two copies of the agreement between the State and City covering construction of the project within the city limits.
2. Two copies, each, of the estimates of costs prepared by the City for the water lines and the power and light facilities adjustments.
3. Two copies of the sketch prepared by the City covering the adjustments.

Your approval of the agreement between the State and City and authorization to proceed with the work as of this date are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
SEP 16 1960
FOR FILING
[illegible]
5 M

September 15, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the New Era-Canby Section of the Pacific East Highway in Clackamas County, Contract No. 5786, in connection with Federal Aid Project No. F-132(11).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
SEP [illegible] 1960
FOR FILING

4-132 (11)
5786

COMMISSIONERS
[illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 13, 1960

Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5786, awarded August 26, 1960, for grading-paving the New Era-Canby Section of Pacific Highway East in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

RECEIVED
SEP 13 1960
FOR FILING

[illegible]

5786

September 12, 1960

Oregon State Highway Commission

Gentlemen:

At 8 a.m., on Wednesday, September 7, 1960, approval was granted for the installation of 35-mile-per-hour construction speed zone signs on the New Era-Canby Section of the Pacific Highway East.

Your concurrence is requested in the establishment of 35-mile-per-hour construction speed zone signs on the New Era-Canby Section of the Pacific Highway East between M.P. 18.37 and M.P. 21.4.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

VPJ:pk me

cc Mr. G. S. Paxson
Mr. F. B. Crandall

RECEIVED
SEP 13 1960
FOR FILING

F-132(11)

5786

September 12, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 8, 1960, on Contract No. 5786, New Era-Canby Section, in Clackamas County, in connection with Federal Aid Project No. F-132(11).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
SEP 9 1960
FOR FILING

M E-123-X 50M 6-59

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

7-132 (11)
786

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 9, 1960

Mr. Lee Bown, Deputy Supt.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Bown:

Effective 8:00 A.M., Wednesday, September 7, 1960, permission was granted for the establishment of a 35 MPH construction speed zone on the New Era-Canby Section of the Pacific Highway East between M.P. 18.37 and M.P. 21.4.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By [illegible] by
F. B. CRANDALL
F. B. Crandall
Traffic Engineer

G. S. PAXSON

VPJ:pk
bc: G. S. Paxson

RECEIVED
SEP 8 - 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

August 26, 1960

F-132(11)
5786

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-132(11)

As requested in your letter of today advising that all rights-of-way or rights-of-entry, except for the railroad easement, have been acquired for Oregon Project F-132(11), New Era-Canby Section, Pacific Highway East, we hereby concur, as of this date, in award of Contract No., 5786 to Warren Northwest, Inc., of Portland, Oregon, low bidder in the amount of $365,402.00 at the July 28, 1960 bid opening.

Our concurrence is given on the basis of information enclosed with your letter, including- the Public Utility Commissioner's petition, the Southern Pacific Company's letter stating that they will not oppose issuance of the order, and your letter to the low bidder in which he agrees not to encroach upon railroad property until final agreement with the railroad company has been completed.

RECEIVED
AUG 26 1960
FOR FILING

7-12a [illegible]

5786

Salem, Oregon
August 26, 1960

Mr. R. L. Porter

Herewith copies of our application to the Public Utility Commissioner for an order authorizing the crossing of the Southern Pacific tracks of their Molalla Branch north of Canby and of an amendment to this petition having to do with a change in the tracks at the point of crossing, also a copy of the Southern Pacific Company's answer to the petition. It will be noted that the Southern Pacific Company raised no objection to our petition.

The hearing on the matter was held before the Public Utility Commissioner on August 12. The Southern Pacific Company signified concurrence in all of our proposals and put no witnesses on the stand.

This is the crossing which requires easements from the Southern Pacific Company, which is the only right-of-way matter not cleared up on the New Era-Canby project. The Southern Pacific Company have advised by phone that they will give us a permit of entry as soon as it can be prepared, which we anticipate will be in two to three weeks.

We opened bids on this project on July 28 and received a favorable bid. I believe that the attached documents, together with copy of the letter from Warren Northwest, Inc., the low bidder, agreeing to accept the award with the provision that they do not enter upon Southern Pacific property until the permit of entry is received, will enable the Bureau of Public Roads to clear the award.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 23, 1960

Warren Northwest, Inc.
Post Office Box 5072
Portland 13, Oregon

Re: New Era-Canby Section
Pacific Highway East
Clackamas County

Attention: Mr. Beatty

Gentlemen:

You submitted the low bid on the New Era-Canby Section of the Pacific Highway East in Clackamas County at the bid opening on July 28. The Commission elected to receive the bid and refer it to the State Highway Engineer with authority to award when the right of way was clear.

We are clear on this right of way with the exception of a railroad easement at the crossing of the highway by the wye tracks of the Molalla Branch of the Southern Pacific Company and the installation of a culvert extension and manhole connecting a railroad culvert with our highway culvert, this extension and manhole being on railroad right of way.

We hope that we may be able to make award on this contract either Thursday or Friday of this week, provided you will accept the award with the provision that you must stay off of the railroad right of way at these two locations until such time as our agreements with the Southern Pacific Company are completed. The specific locations are between Highway Stations 469 and 475 for the railroad crossings and at Station 444+38 for the culvert extension. If you will accept award on this basis, please endorse the second copy of this letter and return to me.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original signed
G. S Paxson

G. S. Paxson ✓
Assistant State Highway Engineer

GSP:ae

Condition of Award Accepted:

Warren Northwest, Inc.
By R E Bates Pres

Date Aug. 24 1960

RECEIVED
UG 29 1960

FOR FILING

F-132 (11)

578

August 26, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving on the New Era-Canby Section of the Pacific Highway East in Clackamas County, Project No. F-132(11), to Warren Northwest, Inc., on the basis of the bid of $365,402.00 submitted on July 28, 1960.

All rights of entry required for this contract are acquired, excepting a railroad easement at the crossing of the Southern Pacific tracks. A copy of the Public Utility Commissioner's petition No. SXF 136 is enclosed. A copy of the letter from the Southern Pacific Company stating that they will not oppose the issuance of this order is enclosed and also a copy of our letter to Warren Northwest, Inc., on which they have agreed not to encroach upon the Railroad property until final agreement with the Railroad Company has been completed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

JAH:bb

RECEIVED
AUG 24 1960
FOR FILING
7-132 (11)

3541

Cross Referenced To:
Adm
Petitions
Clackamas

August 23, 1960

Warren Northwest, Inc.
Post Office Box 5072
Portland 13, Oregon

Re: New Era-Canby Section
Pacific Highway East
Clackamas County

Attention: Mr. Beatty

Gentlemen:

You submitted the low bid on the New Era-Canby Section of the Pacific Highway East in Clackamas County at the bid opening on July 28. The Commission elected to receive the bid and refer it to the State Highway Engineer with authority to award when the right of way was clear.

We are clear on this right of way with the exception of a railroad easement at the crossing of the highway by the wye tracks of the Molalla Branch of the Southern Pacific Company and the installation of a culvert extension and manhole connecting a railroad culvert with our highway culvert, this extension and manhole being on railroad right of way.

We hope that we may be able to make award on this contract either Thursday or Friday of this week, provided you will accept the award with the provision that you must stay off of the railroad right of way at these two locations until such time as our agreements with the Southern Pacific Company are completed. The specific locations are between Highway Stations 469 and 4[illegible]5 for the railroad crossings and at Station 444+38 for the culvert extension. If you will accept award on this basis, please endorse the second copy of this letter and return to me.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

Condition of Award Accepted:

Warren Northwest, Inc. Date____________________

By________________________

RECEIVED
AUG 12 1960
FOR FILING
7-132 (11)
[illegible]

R

Cross Referenced To:
[illegible]
Petitions
Clackamas

August 12, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: New Era-Canby Section
Pacific Highway East
Clackamas County

Dear Sir:

A hearing before the Public Utility Commissioner on the matter of crossing your Molalla Branch just north of Canby was held today. No controversy developed in the hearing, and it is anticipated that the Commissioner's order will follow the petition with the amendment given in Mr. DeSouza's letter of July 15 to Mr. Jonel C. Hill, Public Utility Commissioner, copy of which was sent to you. It will probably be some little time before the Commissioner's order is handed down.

We have obtained a very favorable bid for the work on this project, and plans and specifications covering the work were mailed to you under date of July 15. In order that we may proceed without undue delay, I request your permission to enter upon your right of way in that section on and immediately adjacent to the crossings of the Molalla Branch as shown on our Drawing 15793, which was attached to the P.U.C. petition. I would also request that we be allowed to go on your right of way for the installation of the culvert shown on Sheets 2-A and 5 of the plans submitted to you and covered in my letter of June 27 to you.

Anything you can do to expedite this matter will be greatly appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

[illegible]

cc to: Mr. H. M. Williamson, Mr. W. C. Williams, Mr. J. W. DeSouza,
Mr. Walter T. Wright, Mr. R. L. Porter

RECEIVED
[illegible] 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

7-122 (11)

H-5786

August 11, 1960

Mr. A. W. Kilborn, Supt.
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: File No. 31786
New Era-Canby Section
Pacific Highway East
Disposal of Excess Excavation
Materials on S.P.Co. Property

Dear Mr. Kilborn:

In accordance with your letter of August 2 addressed to Mr. W. C. Williams, your file 323-3, I am returning to you fully executed counterpart of agreement relative to the above titled matter.

For the purpose of distribution within this department, I would like to have 8 additional copies of your drawing F-634 which is attached to the agreement as an exhibit.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson
Tom Edwards
A. E. Johnson
Floyd Query

G. S. PAXSON

RECEIVED
[illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 11 1960
FOR FILING

F-132 (11)

#5746

file

Salem, Oregon
August 10, 1960

File No. 31786
New Era-Canby Section
Pacific Highway East
Disposal of Excess Excavation
on S.P. Co. Properties

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached for further handling ~~is a~~ are 2 fully executed copies of an agreement with the Southern Pacific Company relative to the disposal of waste excavation materials on railroad property in connection with the construction of the New Era-Canby Section of the Pacific Highway East in Clackamas County.

~~A fully executed copy of the above agreement has been retained in this office for the Commission's files.~~ This copy taken to DeSouza 8-11-60. ask ret of 1 copy for Com.' files.

Secretary

rn
Att.: 1

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 3, 1960

SUBJECT: File No. 31786
New Era-Canby Section
Pacific Highway East
Disposal of Excess Excavation
on S. P. Co. Properties

To: Mr. Floyd Query

Herewith I hand you, for execution by the Highway Commission, duplicate counterparts of agreement with Southern Pacific Company relative to the disposal of waste excavation materials on railroad property in connection with the construction of the above highway.

In view of the fact that the right is merely temporary and will not involve a continued interest in the railroad property, I do not think it necessary that the instrument be acknowledged so as to enable it to be recorded. After execution by the Highway Commission, please return both copies direct to me for further handling.

You will note that the agreement has already been executed by Southern Pacific Company.

J. W. De Souza
J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

[illegible]
DATE Warren Northwest Inc. submitted the low bid for this job on 7-28.
Floyd Query
Secretary
The contract was referred to the Engineer but as of 8-4 has not been awarded

OTED
D QUE

FORM E-30 5OM 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1960

SUBJECT: File No. 31786
New Era-Canby Section
Pacific Highway East
Disposal of Excess Excavation
on S. P. Co. Properties

To: Mr. Floyd Query

Herewith I hand you, for execution by the Highway Commission, duplicate counterparts of agreement with Southern Pacific Company relative to the disposal of waste excavation materials on railroad property in connection with the construction of the above highway.

In view of the fact that the right is merely temporary and will not involve a continued interest in the railroad property, I do not think it necessary that the instrument be acknowledged so as to enable it to be recorded. After execution by the Highway Commission, please return both copies direct to me for further handling.

You will note that the agreement has already been executed by Southern Pacific Company.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson

to Com for sig 8-4

APPROVED BY [illegible] COMMISSION
DATE
Floyd Query
Secretary

Warren Northwest Inc. submitted the low bid for this job on 7-28.
The contract was referred to the Engineer but as of 8-4 has not been awarded

OTED
D QUERY

RECEIVED
AUG 8 - 1960
FOR FILING
7-132 (11)
#5786

Cross Referenced To:
Adm
Permit
Clackamas

Salem, Oregon
August 3, 1960

Mr. J. W. DeSouza

Herewith duplicate counterparts of an agreement between the State and the Southern Pacific Company giving us an option to deposit excess materials upon their right of way in the Canby-New Era Section of US99E. These agreements have been revised so that they are entirely satisfactory to the State, and we have arranged our plans and specifications to comply with the intent of the agreement.

If you find these satisfactory, will you please endorse them and give them to Mr. Cuery for presentation to the Commission at its next meeting.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

NOTED
G. S. PAXSON

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO
[illegible]

August 2, 1960

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Highway Engineer

Dear Sir:

Referring to your letter June 15 relative proposed agreement granting the State permission to use private haul road and grade crossing and to deposit excess highway excavation on our right of way near New Era.

Attached for your further handling duplicate counterparts of proposed agreement dated July 18, 1960 which have been executed by Southern Pacific Company officials.

After both counterparts have been signed by Highway Commission would appreciate your returning the one marked S. P. Co. copy for our records.

Yours truly,

A.W. Kilborn

RECEIVED
JUL [illegible] 1960
FOR FILING

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

7-132 (11)

5286

July 15, 1960

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 377 - Canby G-Xings
S. P. Co.
Clackamas County

Dear Sir:

Herewith I hand you for substitution in the application of the State Highway Commission in the above titled matter, your docket No. SXF-136, print of revised drawing 15793. This is to supersede the exhibit attached to the petition, and arises from the fact that it has been found necessary to make revisions of the railroad tracks which were not contemplated at the time of filing the petition.

At the hearing on the matter, motion will be made to ammend paragraph XI under "Things To Be Done By Railroad" by adding thereto a new paragraph as follows:

> "(e) Subject to reimbursement as hereinabove stated, raise both existing wye tracks to conform to the surfact elevations of the highway traffic lanes."

Copies of this letter, together with copies of the revised print of the exhibit, are being sent as indicated below.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

NOTED

cc: Koerner, Young, McColloch & Dezendorf
A. W. Kilborn
Clackamas County Court
G. S. Paxson
Tom Edwards
I. A. DeFrance
A. E. Johnson
F. B. Crandall

RECEIVED
JUL 18 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL [illegible] 1960
FOR FILING

7-132 (11)

5286

July 15, 1960

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 377 - Canby G-Xings
S. P. Co.
Clackamas County

Dear Sir:

Herewith I hand you for substitution in the application of the State Highway Commission in the above titled matter, your docket No. SXF-136, print of revised drawing 15793. This is to supersede the exhibit attached to the petition, and arises from the fact that it has been found necessary to make revisions of the railroad tracks which were not contemplated at the time of filing the petition.

At the hearing on the matter, motion will be made to ammend paragraph XI under "Things To Be Done By Railroad" by adding thereto a new paragraph as follows:

> "(e) Subject to reimbursement as hereinabove stated, raise both existing wye tracks to conform to the surfact elevations of the highway traffic lanes."

Copies of this letter, together with copies of the revised print of the exhibit, are being sent as indicated below.

Yours very truly,

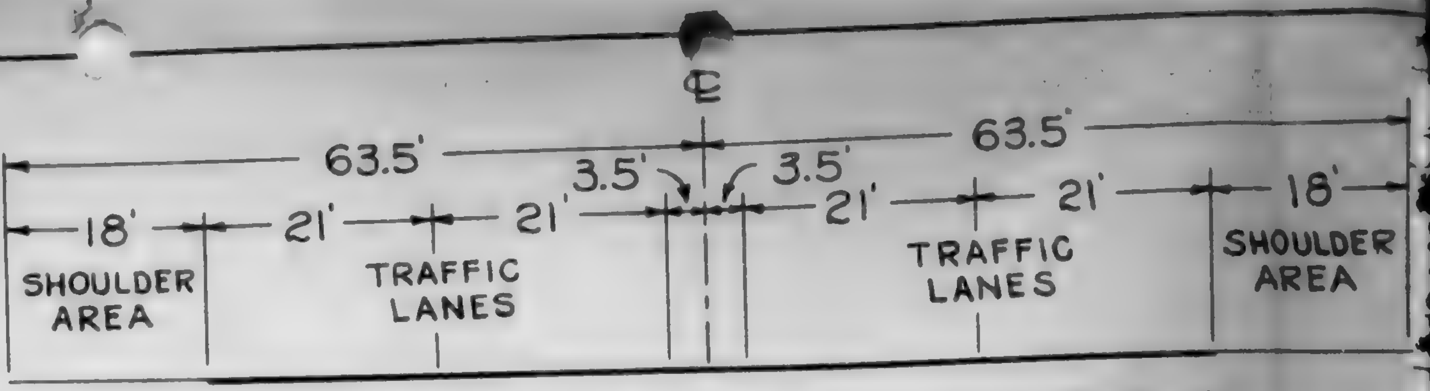
J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: Koerner,Young,McColloch & Dezendorf
A. W. Kilborn
Clackamas County Court
G. S. Paxson
Tom Edwards
I. A. DeFrance
A. E. Johnson
F. B. Crandall

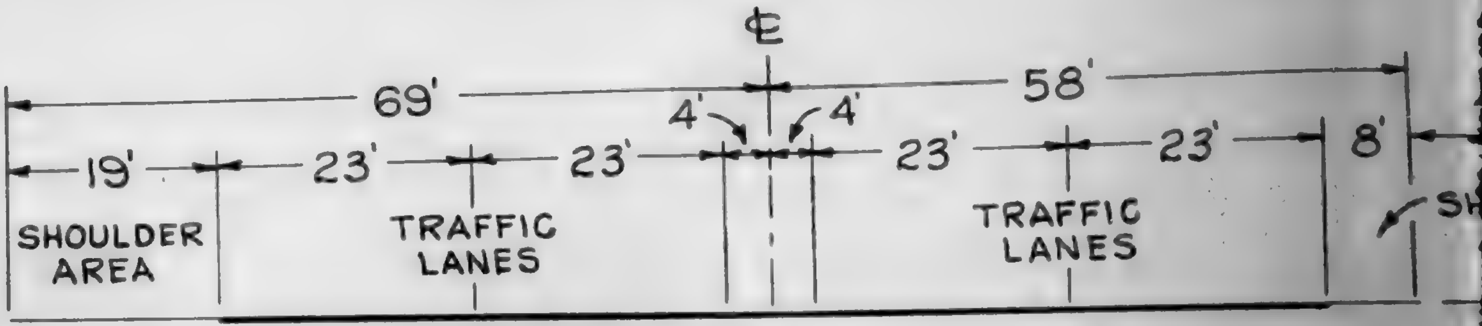
NOTED

RECEIVED
JUL 18 1960
OFFICE OF
STATE HIGHWAY ENGINEER


℄
63.5'
63.5'
3.5'
3.5'
18'
21'
21'
21'
21'
18'
SHOULDER AREA
TRAFFIC LANES
TRAFFIC LANES
SHOULDER AREA

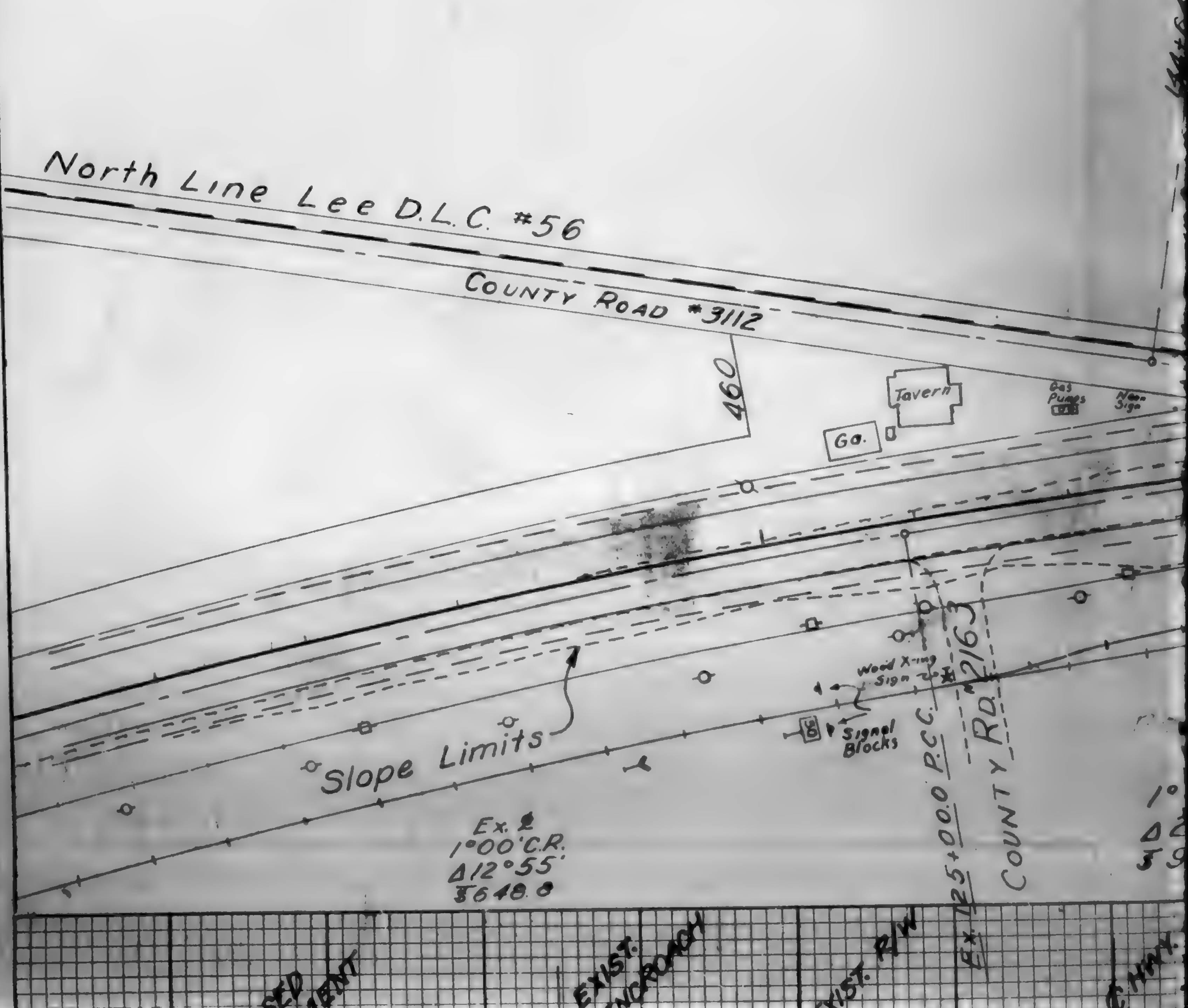
HIGHWAY SECTION ALONG R.R. ℄

HIGHWAY STA. 470+01.1

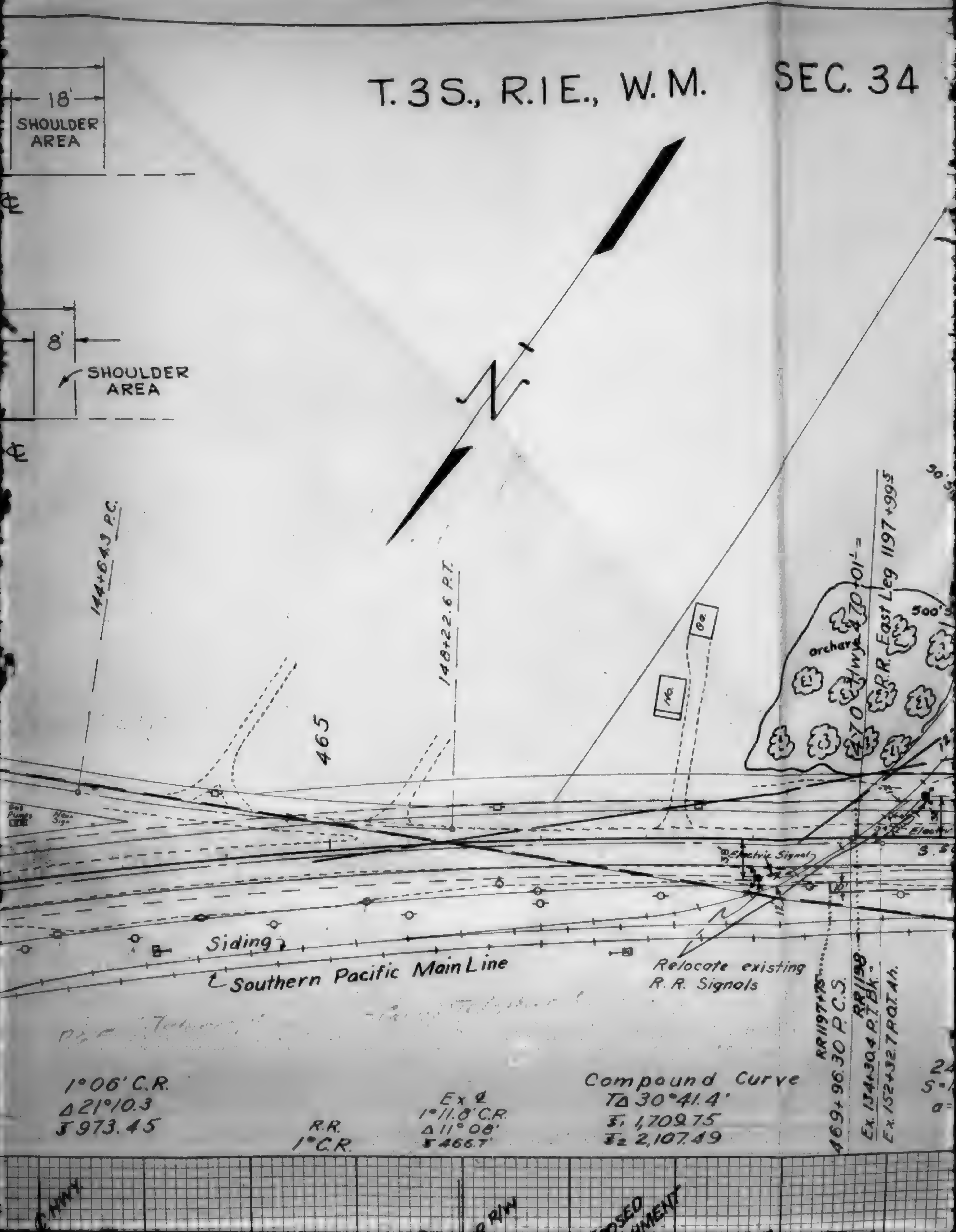

℄
69'
58'
4'
4'
19'
23'
23'
23'
23'
8'
SHOULDER AREA
TRAFFIC LANES
TRAFFIC LANES
SH

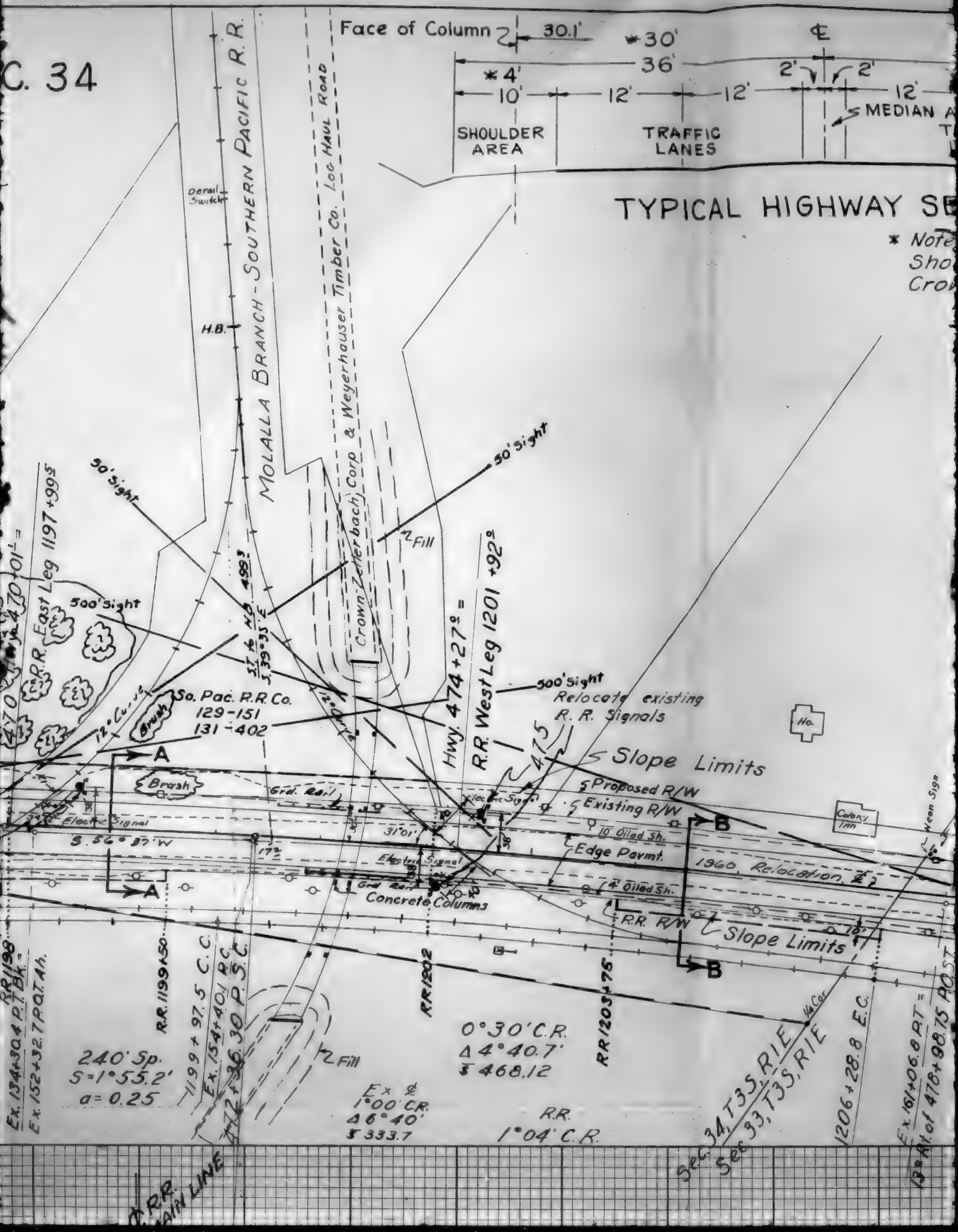
HIGHWAY SECTION ALONG R.R. ℄

HIGHWAY STA. 474+27.0

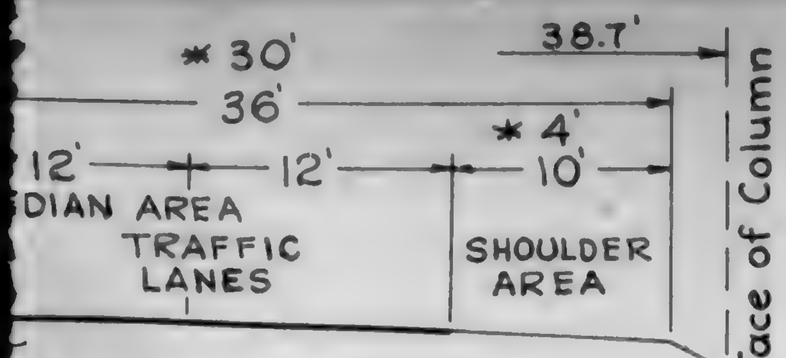

North Line Lee D.L.C. #56
County Road #3112
460
Tavern
Ga.
Gas Pumps
Neon Sign
Wood X-ing Sign
Signal Blocks
Slope Limits
Ex. ℄
1°00' C.R.
Δ12°55'
T 648.0
Ex. 125+00.0 P.C.
COUNTY RD. #2163
1°
Δ
OSED
MENT
EXIST. ENCROACH
EXIST. R/W
℄ HWY.

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		


T.3S., R.1E., W.M.
SEC. 34
18'
SHOULDER AREA
℄
8'
SHOULDER AREA
℄
N
144+64.3 P.C.
148+22.6 P.T.
465
Gas Pumps
Neon Sign
Ho.
Ga.
orchard
470 Hwy. 470+01± = R.R. East Leg 1197+99±
500'
30'
38'
Electric Signal
Electric
10'
12'
3.5
Siding
℄ Southern Pacific Main Line
Relocate existing R.R. Signals
RR1197+75
469+96.30 P.C.S.
RR1198
Ex. 134+30.4 P.T. Bk.=
Ex. 152+32.7 P.O.T. Ah.
1°06' C.R.
Δ21°10.3
T 973.45
R.R.
1° C.R.
Ex ℄
1°11.8' C.R.
Δ11°08'
T 466.7'
Compound Curve
TΔ 30°41.4'
T1 1,709.75
T2 2,107.49
24
S=
a=
℄ HWY.
R/W
PROPOSED ALIGNMENT


C. 34
Face of Column
30.1'
*30'
℄
36'
*4'
2'
2'
10'
12'
12'
12'
SHOULDER AREA
TRAFFIC LANES
MEDIAN A
TYPICAL HIGHWAY SE
* Note
Sho
Crow
Derail Switch
H.B.
MOLALLA BRANCH - SOUTHERN PACIFIC R.R.
Crown Zellerbach Corp. & Weyerhauser Timber Co. Log Haul Road
50' Sight
50' Sight
500' Sight
500' Sight
℄ Fill
℄ Fill
R.R. East Leg 1197+99.5
470+01± =
Hwy. 470
S.T. & H.B. 499.5
S.39°35'E
12° Curve
12° Curve
Brush
Brush
So. Pac. R.R. Co.
129-151
131-402
Hwy. 474+27.0 =
R.R. West Leg 1201+92.0
Relocate existing R.R. Signals
475
Slope Limits
Proposed R/W
Existing R/W
A
A
B
B
Grd. Rail
Grd. Rail
Electric Signal
Electric Signal
Electric Signal
S. 56° 37' W
31°01'
17.5
10' Oiled Sh.
Edge Pavmt.
1960 Relocation ℄
4' Oiled Sh.
Concrete Columns
R.R. R/W
Slope Limits
Colony Inn
Ho.
Neon Sign
R.R. 1198
Ex. 134+30.4 P.T. Bk. =
Ex. 152+32.7 P.O.T. Ah.
R.R. 1199+50
1199+97.5 C.C.
Ex. 154+40.1 P.C.
472+36.30 P.S.C.
R.R. 1202
R.R. 1203+75
1206+28.8 E.C.
Ex. 161+06.8 P.T. =
Bk. At. of 478+98.75 P.O.S.T.
¼ Cor.
Sec. 34, T.3S., R.1E.
Sec. 33, T.3S., R.1E.
240' Sp.
S=1°55.2'
a=0.25
0°30' C.R.
Δ 4°40.7'
T 468.12
Ex ℄
1°00' C.R.
Δ 6°40'
T 333.7
R.R.
1°04' C.R.
℄ R.R. MAIN LINE

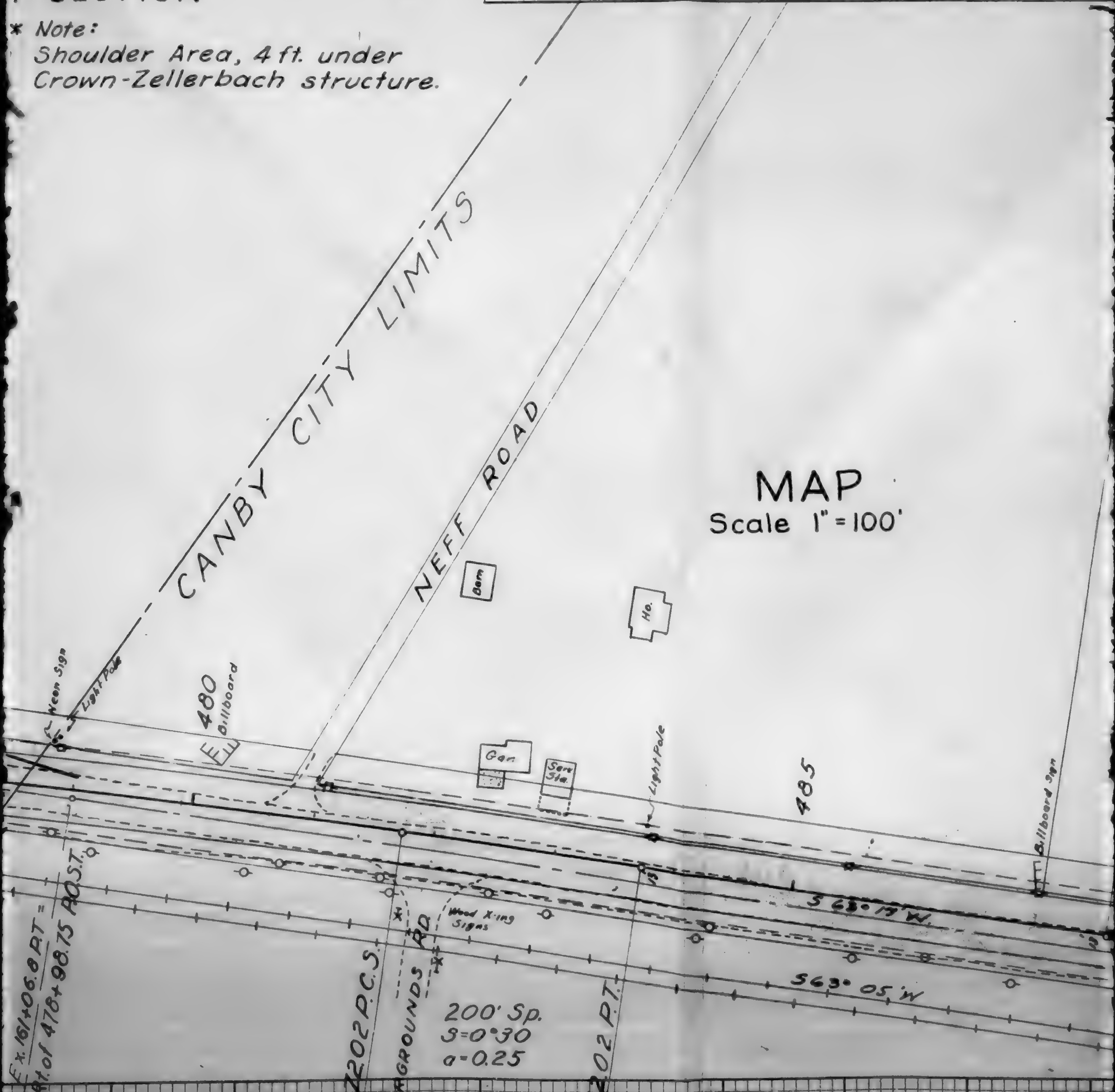
OREGON STATE HIGHWAY D
P.U.C. Vicinity Map
PACIFIC HIGHWAY EAST
CROSSING of So.Pac.R.R.Co. MOLALLA BRA
CLACKAMAS CO.
Scale: as noted March



*30'
38.7'
36'
*4'
12'
12'
10'
DIAN AREA
TRAFFIC LANES
SHOULDER AREA
℄ Face of Column

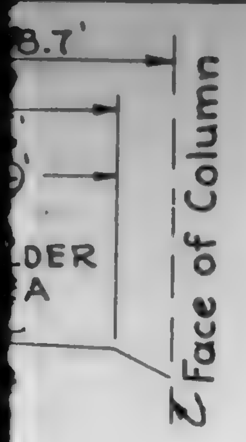
Y SECTION

* Note:
Shoulder Area, 4 ft. under Crown-Zellerbach structure.



CANBY CITY LIMITS
NEFF ROAD
Barn
Ho.
Neon Sign
Light Pole
480
Billboard
Gar.
Serv. Sta.
Light Pole
485
Billboard Sign
S 63° 19' W.
S 63° 05' W
Wood X-ing Signs
Ex. 161+06.8 P.T. = 13 Rt. of 478+98.75 P.O.S.T.
481+72.02 P.C.S.
FAIRGROUNDS RD
83+72.02 P.T.
200' Sp.
S=0°30
a=0.25

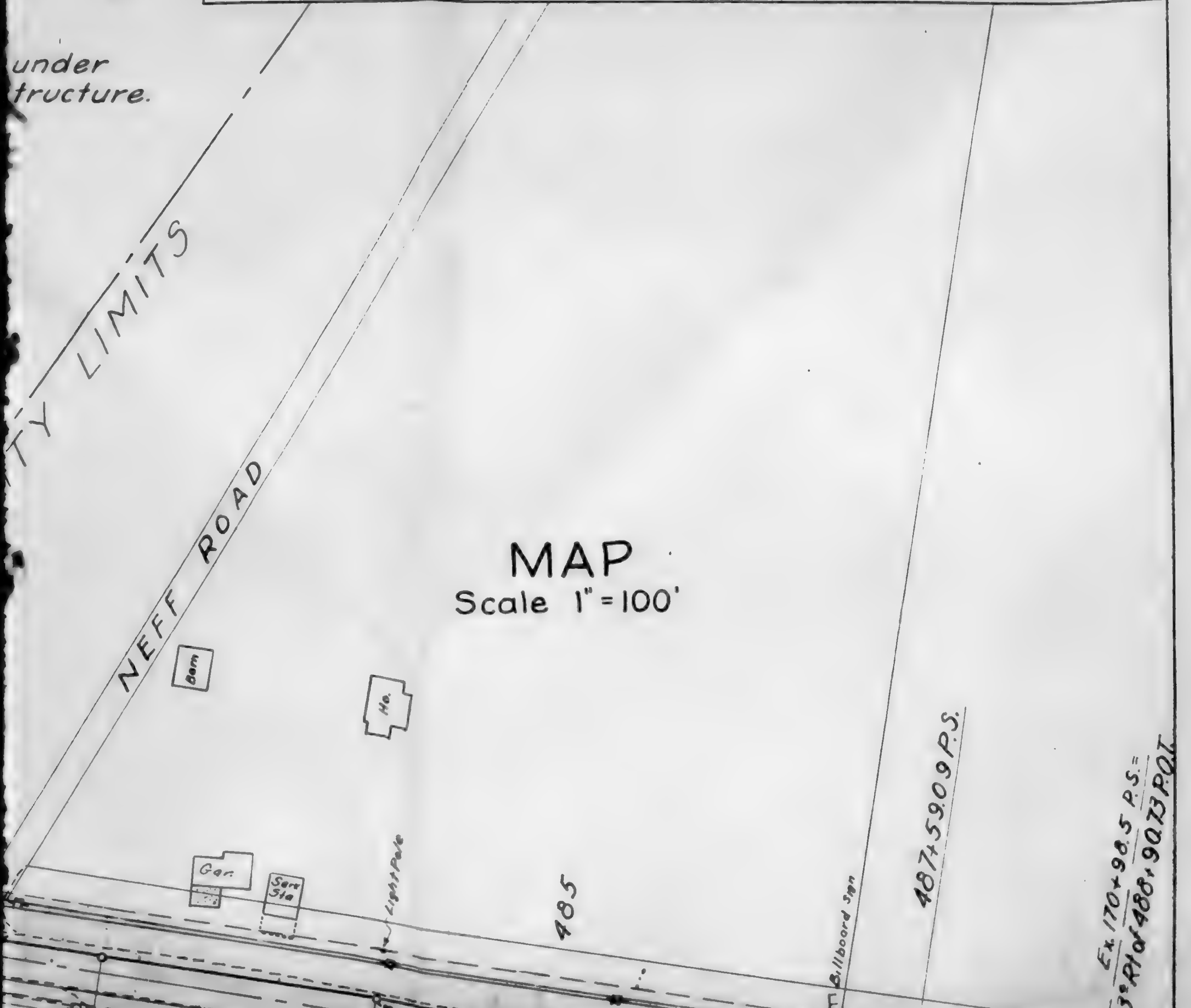
MAP
Scale 1" = 100'


8.7'
LDER
A
℄ Face of Column

under
tructure.

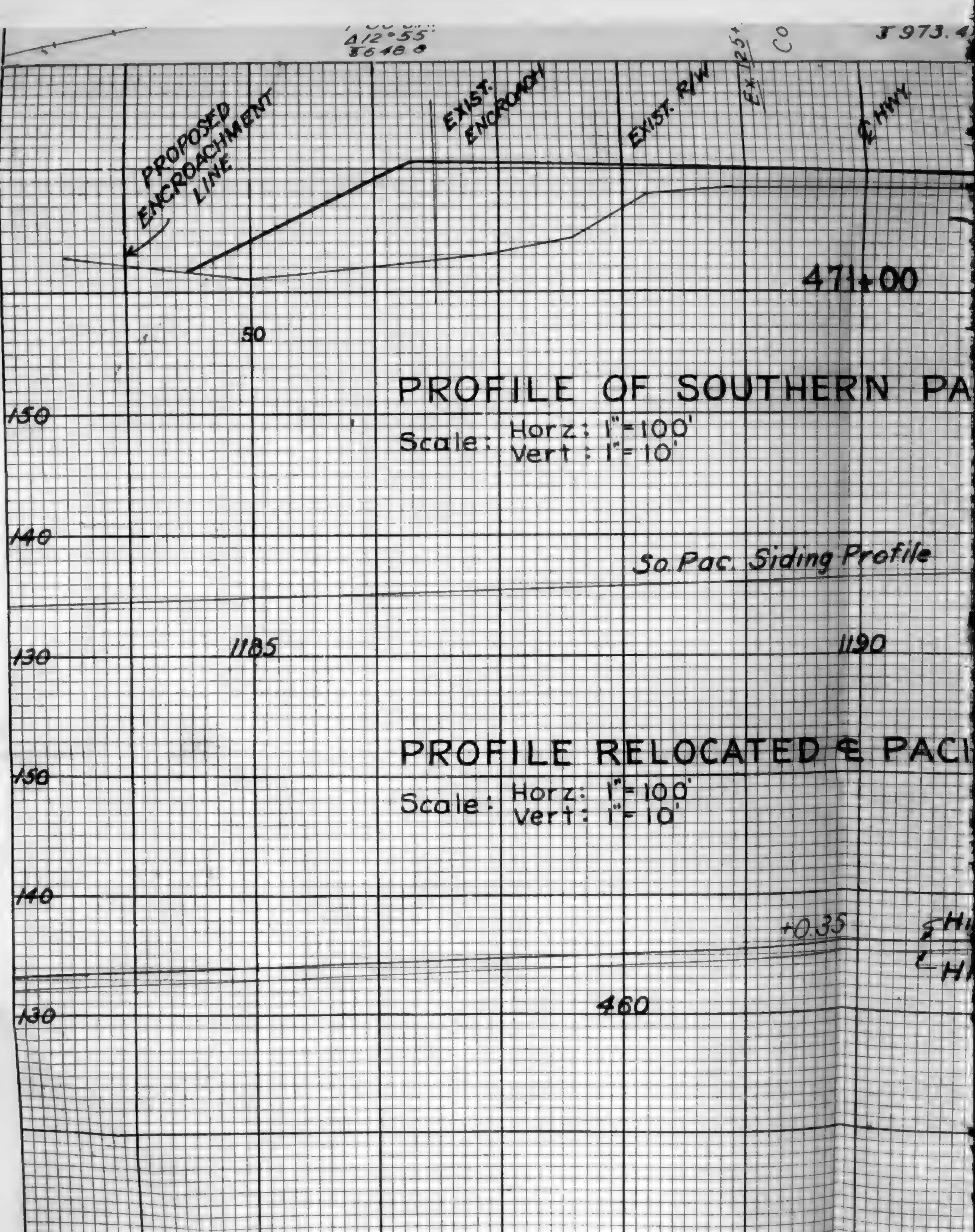
OREGON STATE HIGHWAY DEPT.
P.U.C. Vicinity Map
PACIFIC HIGHWAY EAST
CROSSING of So.Pac.R.R.Co. MOLALLA BRANCH LINE
CLACKAMAS CO.

Scale: as noted
March 1960


TY LIMITS
NEFF ROAD
Barn
Ho.
Gar.
Serv. Sta.
Light Pole
485
Billboard sign
487+59.09 P.S.
Ex. 170+98.5 P.S.=
13° Rt of 488+90.73 P.O.T.
S 63° 17' W.
S 63° 05' W
Wood X-ing Signs
FAIRGROUNDS RD
200' Sp.
S=0°30
a=0.25
81+72.02 P.C.S.
3+72.02 P.T.

MAP
Scale 1" = 100'

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY

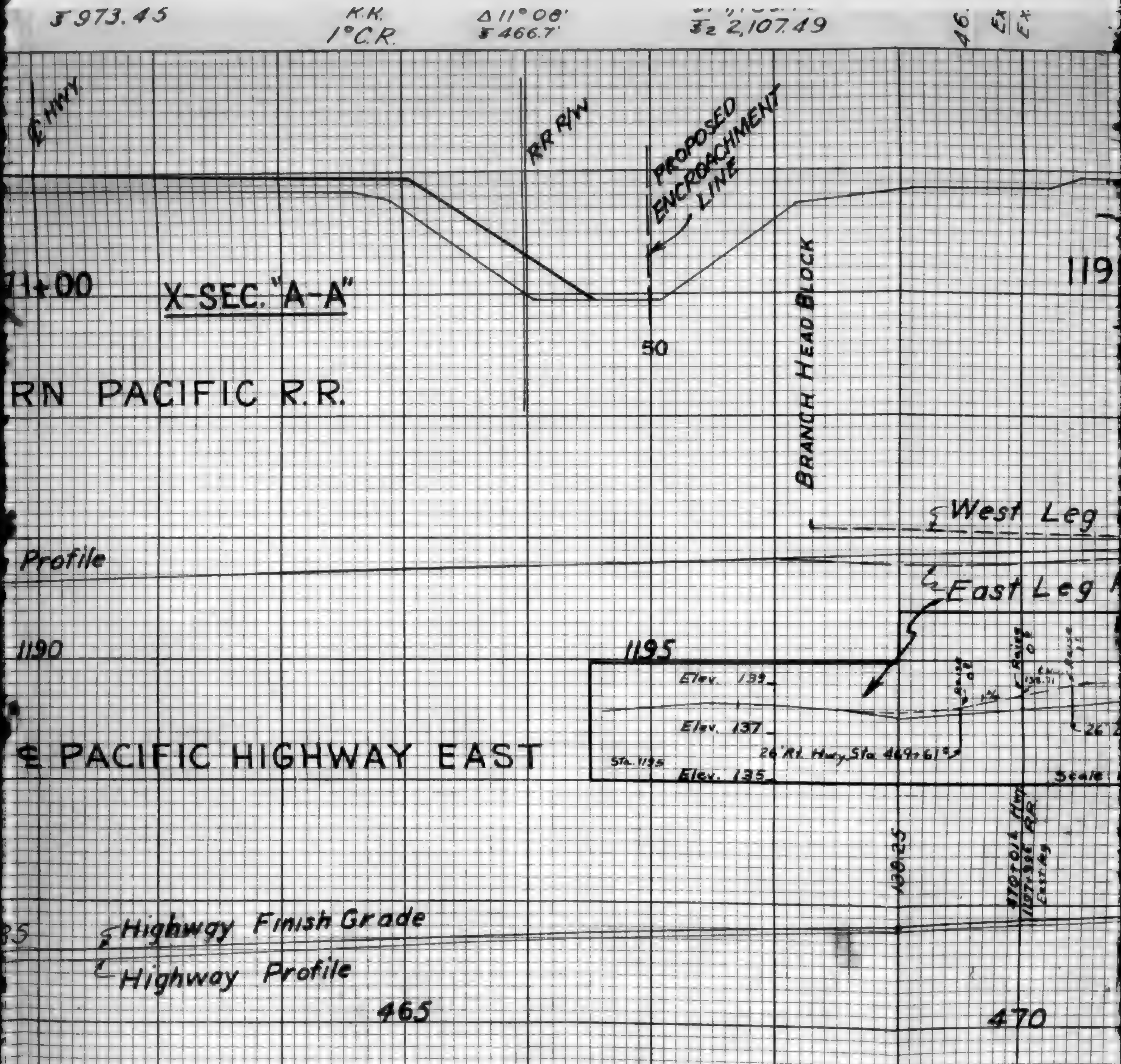

Δ12°55'
3648.0
3973.4
PROPOSED ENCROACHMENT LINE
EXIST. ENCROACH
EXIST. R/W
Ex. 125±
CO
℄ HWY
471+00
50
150
140
130
So. Pac. Siding Profile
1185
1190
150
140
130
+0.35
℄ HI
℄ HI
460

PROFILE OF SOUTHERN PA

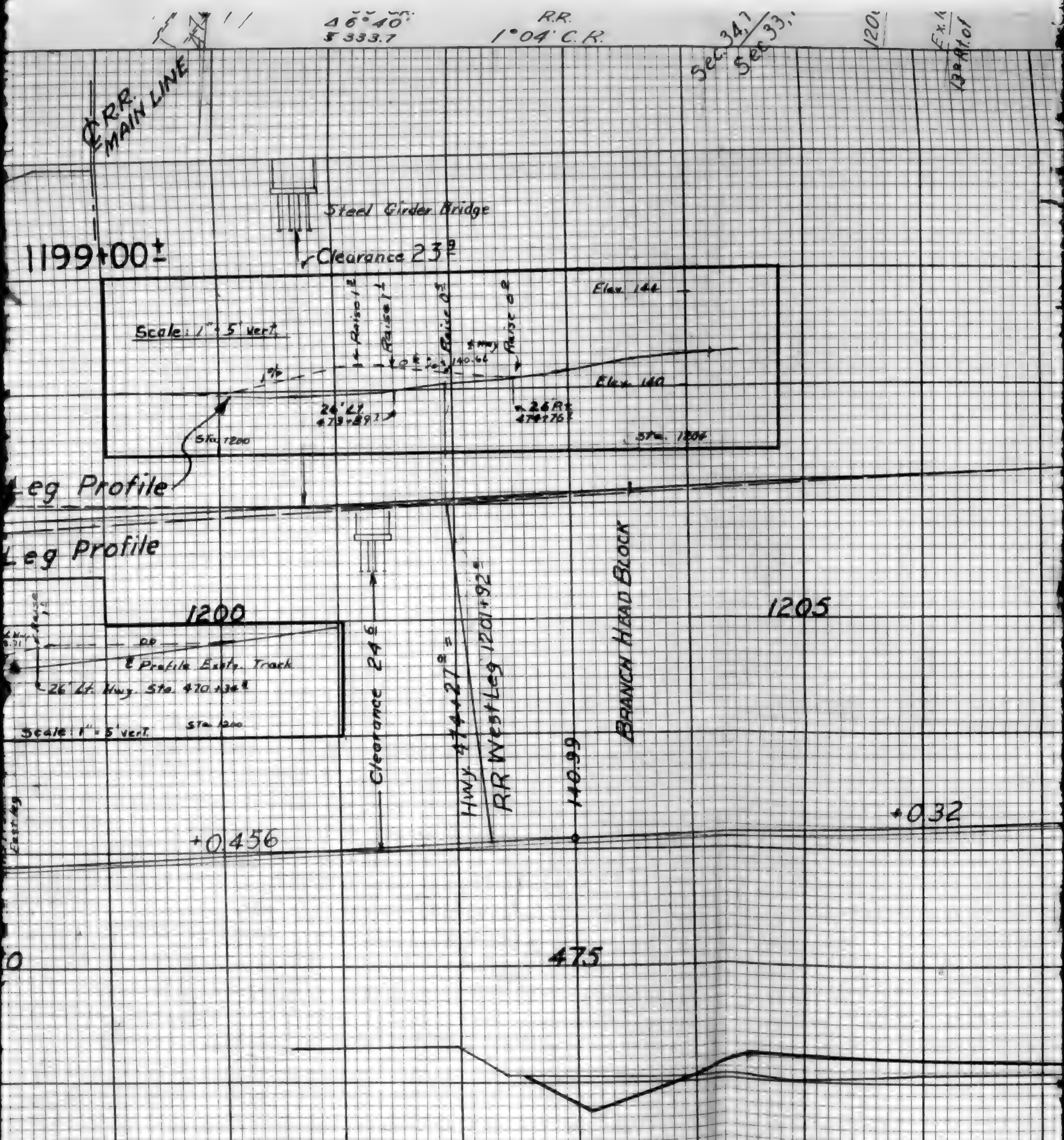
Scale: Horz: 1" = 100'
Vert: 1" = 10'

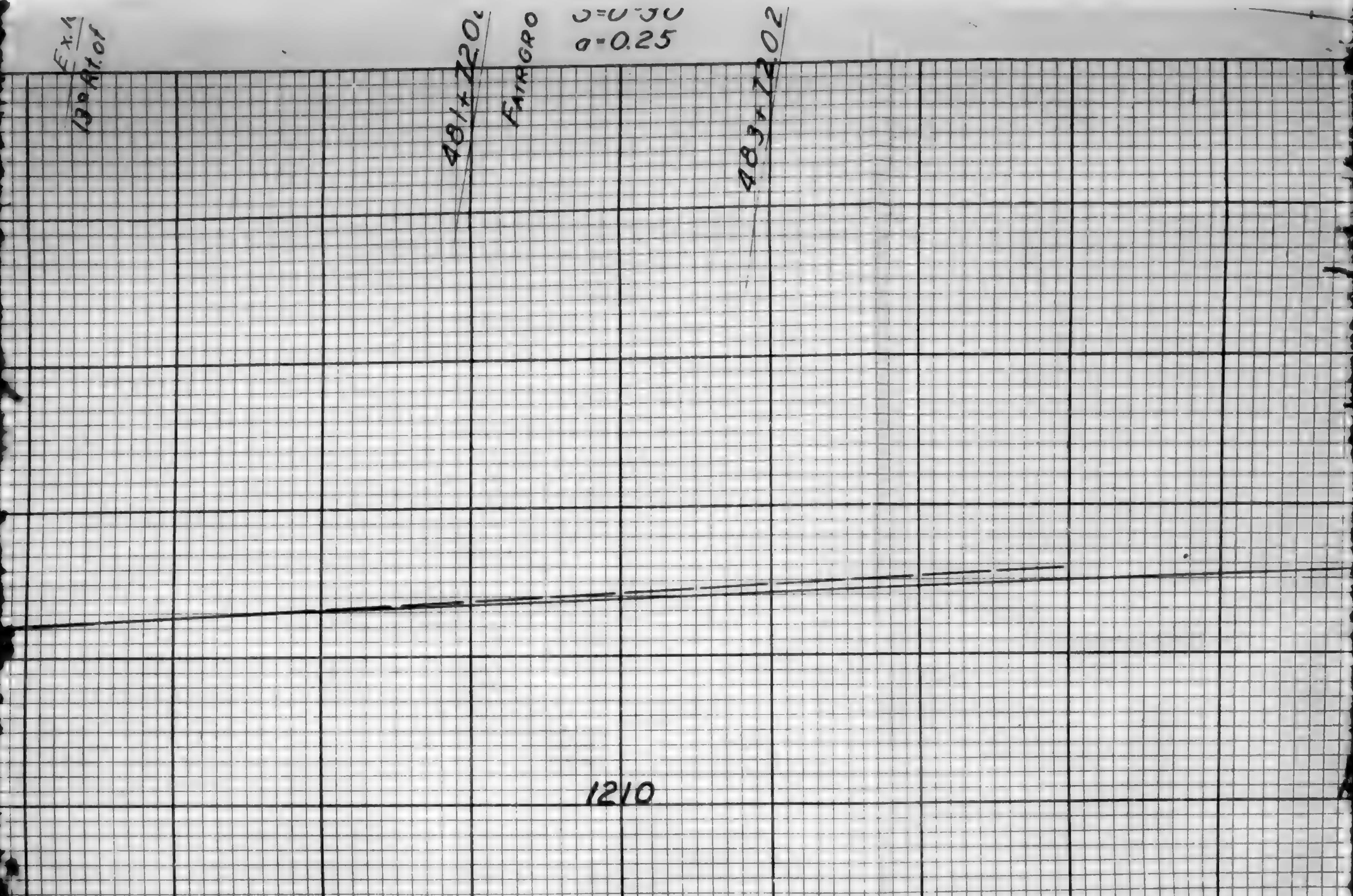
PROFILE RELOCATED ℄ PACI

Scale: Horz: 1" = 100'
Vert: 1" = 10'

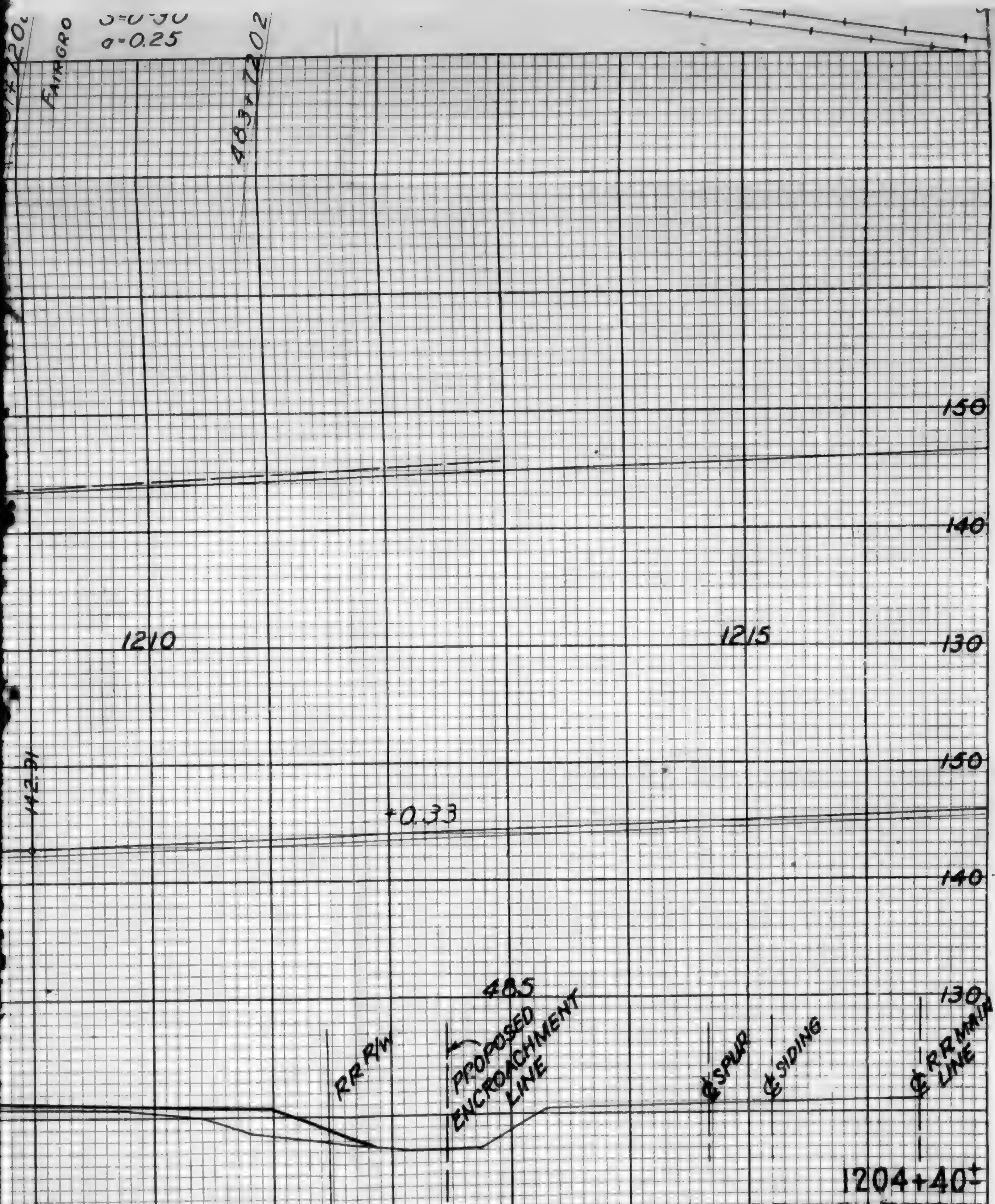


T 973.45
R.R.
1°C.R.
Δ 11°08'
T 466.7'
T2 2,107.49
46.
Ex
Ex
℄ Hwy.
RR R/W
PROPOSED ENCROACHMENT LINE
71+00
X-SEC. "A-A"
119
50
RN PACIFIC R.R.
BRANCH HEAD BLOCK
℄ West Leg
Profile
℄ East Leg
1190
1195
Elev. 139
Elev. 137
Elev. 135
Sta. 1195
26' Rt. Hwy. Sta. 469+61.5
Raise 0.0
1%
Raise 0.0
138.01
Raise 1.1
26'
Scale
℄ PACIFIC HIGHWAY EAST
138.25
470+01.6 Hwy.
1197+59.6 R.R. East Leg
35
℄ Highway Finish Grade
℄ Highway Profile
465
470


Δ 6°40'
S 333.7
R.R.
1°04' C.R.
Sec. 34,
Sec. 33,
120
Ex.
130 Ft. of
℄ R.R. MAIN LINE
Steel Girder Bridge
1199+00±
Clearance 23.9
Scale: 1" = 5' vert.
Raise 1.2
Raise 1±
Raise 0±
℄ Hwy.
Raise 0±
140.66
1%
Elev. 144
Elev. 140
26' Lt. 473+89±
26' Rt. 474+76±
Sta. 1200
Sta. 1204
Leg Profile
Leg Profile
1200
Raise
00
℄ Profile Exstg. Track
26' Lt. Hwy. Sta. 470+34±
Scale: 1" = 5' vert.
Sta. 1200
Clearance 24.6
Hwy. 474+27±
R.R. West Leg 1201+92±
140.99
BRANCH HEAD BLOCK
1205
East Leg
+0.456
+0.32
475
50

Ex. A
130 Rt. of
481+72.0
FAIRGRO
S=0.30
a=0.25
483+72.02
1210
142.91
0.32
+0.33
480
485
℄ HWY.
RR R/W
PROPOSED ENCROACHMENT LINE
℄ SP
476+50
50 Br# 6684

X-SEC. "B-B"


FAIRGRO
a-0.25
483+72.02
150
140
1210
1215
130
150
142.91
+0.33
140
485
130
RR R/W
PROPOSED ENCROACHMENT LINE
℄ SPUR
℄ SIDING
℄ RR MAIN LINE
1204+40±

X-SEC. "B-B"

Br# 6684 Dwg# 15793
(Revised)

RECEIVED
JUL 15 1960
FOR FILING

J-133(11)

3786

Cross Referenced To:
Adm
Petitions
Clackamas

July 15, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Co.
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans covering grading and paving work on the New Era-Canby Section of the Pacific Highway East in Clackamas County, bids for which are to be received in Salem on July 28, 1960.

In general, the work is to be performed without interference with railroad facilities except for the crossing at the Molalla Branch vicinity at Highway Station 472 and minor encroachments, vicinity at Highway Station 470 and 475 as indicated on Sheet 6 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and other property which might be damaged by the contractor's operations as set forth in the insert titled "Relations With Railroad Company"; also, the contractor is to furnish protective and liability insurance as set forth on pages 35, 36 and 37 of the special provisions and in the insert titled "Railroad Protective Insurance".

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JR:sw
cc: G. S. Paxson
J. W. DeSouza

Mr. W. H. Jackle, Chief Engr.
Southern Pacific Co.
65 Market Street
San Francisco 5, California

RECEIVED
JUL 26 1960
FOR FILING
7.132 (11)
#5786

MISC. CONTRACTS and
AGREEMENTS No. 2256

Salem, Oregon
July 14, 1960

Cooperative Construction Agreement
City of Canby

Mr. C. G. Swenson
County & City Relations Engineer
Office

827

6

Attached is a conformed copy of a Cooperative Construction Agreement with the City of Canby covering the New Era-Canby Section of the Pacific Highway East in Canby.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Canby, Oregon.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1960

SUBJECT: Cooperative Construction Agreement
City of Canby

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the New Era-Canby Section of the Pacific Highway East in Canby. Two copies have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 1/28/60.

This completes Assignment No. 827.

C. G. S

C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

FORM E-30 25M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1960

SUBJECT: Cooperative Construction Agreement
New Era-Canby Section
Pacific Highway East
City of Canby

To: G. S. Paxson
Asst. State Highway Engineer

OFFICE

Attached hereto are six copies of the above-entitled agreement which you requested May 13, 1960. It is understood that County and City Relations will furnish the exhibit maps.

Extra copies of the agreement are available in this office.

Leonard W. Pearlman
LEONARD W. PEARLMAN
Staff Attorney

LWP:ab
Attachements
cc: L. I. Lindas

RECEIVED
[illegible] 1 1960
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
MAY 31 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 15 1960
FOR FILING

Z-132 (11)

#5786

July 14, 1960

A. S. Markee, City Recorder
City Hall
Canby, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Canby a fully executed copy of a Cooperative Construction Agreement between the State Highway Commission and the City of Canby covering the New Era-Canby Section of the Pacific Highway East in Canby.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED

FOR FILING

~~When replying,~~ refer to
08-35.4-DA

F 132 (11)

5186

408 State Highway Building
Salem, Oregon

July 6, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-132(11), New Era-Canby Section of the Pacific Highway East providing for grading and paving of 3.015 miles of four lane highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

R

RECEIVED
FOR FILE
7 132 (11)
#5796

FORM 2-123-E 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 5, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of Way Status
New Era-Canby Section
Pacific Highway East

Dear Sir:

For this project, 40 files are needed; 26 are unclosed at the present time.

No. 30836	Palmer	$ 765	
No. 30837	Mitchell	5,200	
No. 30838	Southern Pacific Company	400	
No. 30840	Logsdon	5,970	
No. 30842	Logsdon	9,300	
No. 30844	Betters	40	
No. 30846	Braun	1,500	
No. 30847	Cutler	6,000	
No. 30867	Arneson	2,905	
No. 30869	Southern Pacific Company	300	
No. 30870	Guttormsen	190	Optioned as of 7-6-60
No. 30871	Pulley	4,000	
No. 30872	Hellhake	4,950	
No. 30874	Christensen	11,615	
No. 30875	Seida	3,605	
No. 30876	Mitchell	765	
No. 30877	Bond	470	
No. 30878	Brown	200	
No. 30879	Equitable Life	910	
No. 30914	Stefani	555	

No. 30915	Hunt	$ 635
No. 30916	Lilly	295
No. 30920	Chase	135
No. 30921	Renneberg	320
No. 30922	Hopkins	355
No. 31317	Toplin	500
		$61,880

Negotiations are now under way for all parcels outstanding. Negotiations have been delayed somewhat by design changes which were designed to lessen the impact on the property owners and have created a better negotiating atmosphere.

We believe that our normal production will have secured all rights of way on this project no later than August 15, and possibly by the date of bid opening.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:mg

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

RECEIVED
FEB 17 1961
FOR FILING

F-132 (11)

15286

C.S. 30

AUTHORITY FOR EXPENDITURE

(OWNER) SOUTHERN PACIFIC COMPANY.
(OPERATED BY) SOUTHERN PACIFIC COMPANY.
PORTLAND DIVISION.

GENERAL MANAGER'S NO. 79514

Office of Superintendent
Portland, (Place) June 30, 1960 (Date)
Station Location CANBY, Molalla Branch.
Mile Post No. 747 Drawing No. P-17261-D
Valuation Section SP Co.
No. 8 Oregon (State)

Division Supt's PD No. 23562
General Supt's M. D. No.
Supt's of M. D. No.
No.
Reference to companion Forms 30.

Brief Description of Project:

IMPROVE TWO U. S. 99-E HIGHWAY CROSSINGS AT GRADE.

Recommendations. Mr. W. D. Lamprecht's mailgram of June 29, 1960, file c-911/323-3, and Memorandum GMO 79514 cover the improvement of two crossings at grade on the Molalla Branch, near Canby.

State Highway Department proposes to reconstruct Highway 99-E from New Era through Canby to provide a four-lane facility. Widening of highway will affect both legs of wye track near Canby.

Easement on usual terms, terminable upon abandonment or nonuse will be granted State for areas tinted yellow on Drawing P-17261-D.

It is proposed, under terms of Memorandum 30-3, that railroad will install treated ties, relay rail and provide ball-up guard rail, and State at its expense will relocate existing flashing light signals and pave crossings.

Recommend:	Recommend:	Approved:

SUMMARY OF ESTIMATE

	GROSS CHANGE	LEDGER VALUE PROPERTY RETIRED	CHARGES AND CREDITS
Investment	$ 1080	$	$ 1080
Operating Expenses			$ 1410
Accrued Depreciation			
Material on Hand (Salvage)			460
Other Accounts SUNDRIES			925
Estimated Gross Cost of Project			$ 3875
Less: Salvage			460
Less: Cost to STATE			925
Net Cost to Company			$ 2490

Submitted by:
/s/ , Supt.

Recommended by
(Title)
(Title)
(Title)
(Title)

Correct:

Station Location CANBY, Molalla Branch. No.

Mile Post No. 747 Drawing No. P-17261-D

Reference to companion Forms 30

Valuation Section SP Co.

No. 8 Oregon (State)

Brief Description of Project:

IMPROVE TWO U. S. 99-E HIGHWAY CROSSINGS AT GRADE.

Recommendations. Mr. W. D. Lamprecht's mailgram of June 29, 1960, file c-911/323-3, and Memorandum GMO 79514 cover the improvement of two crossings at grade on the Molalla Branch, near Canby.

State Highway Department proposes to reconstruct Highway 99-E from New Era through Canby to provide a four-lane facility. Widening of highway will affect both legs of wye track near Canby.

Easement on usual terms, terminable upon abandonment or nonuse will be granted State for areas tinted yellow on Drawing P-17261-D.

It is proposed, under terms of Memorandum 30-3, that railroad will install treated ties, relay rail and provide ball-up guard rail, and State at its expense will relocate existing flashing light signals and pave crossings.

Recommend:

Recommend:

Approved:

SUMMARY OF ESTIMATE

	GROSS CHANGE	LEDGER VALUE PROPERTY RETIRED	CHARGES AND CREDITS
Investment	$ 1080	$	$ 1080
Operating Expenses			$ 1410
Accrued Depreciation			
Material on Hand (Salvage)			460
Other Accounts SUNDRIES			925
Estimated Gross Cost of Project			$ 3875
Less: Salvage			460
Less: Cost to STATE			925
Net Cost to Company			$ 2490
Cash Cost: To be spent in 1960			
Investment			$ 785
Operating			1465
Other Accounts SUNDRIES			Cr. 15
Total			$ 2235

Submitted by: /s/, Supt.

Recommended by

(Title)

(Title)

(Title)

(Title)

(Title)

(Title)

Distribution Correct:

Estimated by /s/, Hd. Estmr. (Title)

Estimate Correct /s/, Div. Engr. (Title)

Expenditure and change authorized:

Officer in General Charge of Operations.

RECEIVED
JUN 28 1960
FOR FILING

F-132 (1)

F 6791

Cross Referenced To:
Adm
Utilities
Clackamas.

June 27, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

I am enclosing two prints each from our Sheets No. 2-A and No. 5 of the plans for the New Era-Canby Section of the Pacific Highway East in Clackamas County.

At Highway Station 444+30 there is a culvert under the existing highway which joins onto an 18-inch cast-iron culvert pipe under your tracks. This culvert was installed in 1933 under a letter agreement with Mr. E. L. King, at that time Superintendent of the Portland Division of the Southern Pacific Company. The pipe under the highway is an 18-inch concrete pipe and has partially collapsed. In our new construction, we propose to install a 24-inch corrugated metal pipe and to build a manhole at the connection with your culvert pipe to form a junction between these pipes. We are using the 24-inch size not on account of volume of water but to facilitate cleaning should such become necessary.

On Sheet No. 2-A of the attached plan is shown the location of the proposed manhole and inlet to handle drainage between the two embankments. This manhole would be upon your right of way as your existing culvert pipe ends at that point. We would request permission to go upon your right of way for the installation of this manhole and inlet. The work would be done by our contractor and the customary insurance would be provided to cover this as well as other encroachments upon the Railroad in the same project.

I am also attaching a copy of the letter of February 6, 1933 from Mr. King authorizing the original installation.

Very truly yours,

W. C. Williams
State Highway Engineer

by

GSP:ae

G. S. Paxson
Assistant State Highway Engineer

Attach.

cc to: Mr. W. C. Williams

P

RECEIVED
JUN 28 1960
FOR FILING

7132(11)

#5786

June 26, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Attention: Mr. Kendrew

Dear Sir:

You asked me by phone recently to return to you the copies of the proposed agreement covering the disposal of excess material on your right of way between New Era and Canby.

I have been out of the office for a few days but am now sending these copies as you requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams

June 15, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Under date of May 23, 1960, you submitted to our Portland office duplicate copies of a proposed agreement covering permission to the State to use a private haul road and grade crossing and to deposit excess highway excavation on your right of way near New Era.

This project will be financed under federal-aid regulations, and we cannot specify where the contractor disposes of waste. We can, however, make it optional with the contractor to use your property as waste disposal. We have modified the agreement which you submitted to us to recognize this optional character of the matter, and I am attaching hereto two copies of the revised agreement, together with a draft of the specifications which we propose to include in our contract.

If this is satisfactory, please advise and we will present the matter to our Highway Commission for its approval. If satisfactory, it would be appreciated if you would furnish us with ten prints from your Drawing P-634 which accompanied your original submission of the agreement. These are for use in making up duplicate copies for our field forces.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

cc to: Mr. W. C. Williams
Mr. J. W. DeSouza

THIS AGREEMENT, made this ______ day of ____________, 1960, by and between SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, herein called "Railroad," and the STATE OF OREGON, acting by and through its Highway Department, herein called "State";

RECITALS:

> In connection with the proposed improvement of the Pacific Highway between New Era and Canby, Oregon, State will have excess material. The Railroad Company has agreed that this material may be disposed of upon its property subject to certain conditions. It is the purpose of this agreement to set forth the understanding of the parties as to terms, covenants and conditions under which said excavated waste material may be disposed of upon property of the Railroad. It is understood that the use of Railroad property will be optional with State's contractor, and that should State's contractor elect to deposit upon other areas, this agreement shall not be in effect.

NOW, THEREFORE, it is agreed as follows:

1. Railroad hereby permits State to place material excavated in the proposed improvement of Pacific Highway between New Era and Canby, Oregon on to Railroad's property in the location shown in green tint on the print of Railroad's Portland Division Drawing F-634 dated March 16, 1960, which drawing is hereby attached and made a part of this agreement.

2. Should State's contractor elect to dispose of materials upon Railroad property, State agrees that such excavated material shall be placed to the elevations and in a manner satisfactory to the Railroad so as not to interfere with or endanger operations of Railroad.

3. Railroad hereby permits State to maintain and use a haul roadway presently existing on the property of Railroad shown tinted mauve on the attached drawing. It is agreed that roadway shall be a private one, used only for the purpose of hauling excavated material and shall not be for public use.

4. State is hereby permitted to remove portions of the rock cut on the area shown outlined in red on the attached print and to deposit the material removed on Railroad's property to the satisfaction of Railroad.

5. It is agreed that in advance of any blasting on or adjacent to Railroad's premises, State or its contractor shall notify Railroad sufficiently in advance to permit the furnishing of proper flag protection.

6. State shall require any contractor performing work under this agreement to furnish Railroad Protective and other insurance which is usually required in connection with a Federal Aid Project in amount of $250,000/$500,000 for Bodily Injury and $250,000/$500,000 for Property Damage.

7. All expenses incurred in the depositing of excavated materials upon property of the Railroad shall be borne by the State except that Railroad shall provide and install any culverts or any other drainage structures which Railroad may deem necessary at Railroad's own cost, and provided further that Railroad shall provide without cost to State any necessary flagging or inspection covering work on Railroad's property.

8. In order to accomplish the objects of this agreement, State will insert in its contract the attached special provisions relating to the disposal of excess material on Railroad property, which hereby are made a part hereof.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate by their respective officers thereunto duly authorized as of the day and year first herein written.

SOUTHERN PACIFIC COMPANY,

By________________________
(Title)

Attest________________________
Assistant Secretary

STATE OF OREGON, acting by and through
its State Highway Commission,

By________________________
Chairman

By________________________
Commissioner

By________________________
Commissioner

Approved:

____
Ass't State Highway Engineer

Approved as to Form:

____
Chief Counsel

____
Assistant Counsel

Attest:

____
Secretary

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 14, 1960

SUBJECT: Disposal of Excess Excavation
on S. P. Co. Properties
New Era-Canby Section

To: Mr. G. S. Paxson
Asst. State Highway Engineer
Office

Herewith I return to you the file covering agreement with Southern Pacific Company and contract special provisions relative to the above titled matter. This file is accompanied by several copies of proposed form of agreement, rewritten in accordance with your letter of June 9th, and also by several copies of revised special provisions.

Mats have been cut for duplicating the proposed form of agreement and the revised special provisions, and as many additional copies can be run as desired.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: Virgil O'Neil

NOTED
G. S. PAXSON

FORM E-30X—50M—6-58—13046

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1960

SUBJECT: Disposal of Excess Excav.
on S.P. Co. Properties -
New Era-Canby Section

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

As per your telephone request of 5/31/60 to J. W. Rhodes, I have prepared a tentative draft of special provisions to be included in the provisions for the New Era-Canby Project covering disposal of our excess excavation on S.P. Co. properties, two copies attached.

The areas covered and general plans of disposal are from field data and inspection of field plans now being shaped up for contracting. The basic premise, to be stated in our provisions is that all excess material becomes the property of the contractor at the point of excavation and is to be disposed of by him off of State-controlled properties at locations of his own choosing. All excess material originates between Stations 396+44 and 403+50 and approximates 16,000 cu. yds.

If the attached is not satisfactory, I will appreciate an opportunity to revise it as you may wish. I understand you plan to send the approved version to the railroad company prior to the actual preparation of plans and specifications for the project.

Virgil G O'Neil
Virgil G. O'Neil
Specifications Engineer

RECEIVED
[illegible]
[illegible] ENGINEER

FORM E-30X 80M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 25, 1960

SUBJECT: New Era - Canby Section
Pacific Highway East
Prefix 3-1498

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: D. J. Barbee

I am forwarding herewith an original letter and two copies of a proposed agreement from the Southern Pacific Company covering permission for the state to make certain excavations and embankments on railroad property, and use of a haul road and grade crossing.

As indicated in my letter of March 11, 1960, you will note that the railroad company proposes to stand the cost of flagging. They are quite anxious to obtain our waste material for their future line change, and it might well be in order to require the contractor to make this embankment rather than to class the material as waste to be disposed of as the contractor sees fit.

While not covered in the agreement, the railroad people have stated that they will provide any needed culverts in the embankment area, and will arrange to have them in place by the time the contractor needs them.

This agreement is being forwarded to you for further handling.

A. V. Benedict
A. V. BENEDICT
Assistant Division Engineer

AVB:g
Encls.
cc: W. J. Scofield

Barbee
Read and advise

CONSTRUCTION DIVISION
RECEIVED
MAY 26 1960
NOTED-- ☒ ☐ ☐ ☐ ☐

4-59

S-2460

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

323-3

May 23, 1960

Mr. A. V. Benedict, Asst. Div. Engineer
Oregon State Highway Department
P. O. Box 4699
Portland 2, Oregon

Dear Sir:

Referring to your letter of February 25 relative State Highway Department's plan to improve Pacific Highway East from top of hill above New Era to Canby:

Attached are duplicate counterparts of proposed agreement covering permission to State to use private haul road, grade crossing, and to deposit excess excavated material on Southern Pacific Company's right-of-way near New Era.

Please review this agreement carefully and if satisfactory, please have executed in duplicate on behalf of State, after which both counterparts should be returned for further handling.

Yours truly,

AWKilborn

Attchs.

RECEIVED
ENGINEER

New Era-Canby Section
Pacific Highway East
Clackamas County
Oregon

Proposed Special Provisions

COVERING CONTRACTOR'S OPTION TO DISPOSE OF EXCESS MATERIAL ON SOUTHERN PACIFIC COMPANY PROPERTY

Disposal of Excess Material on Railroad Property:

The contractor is advised that the Southern Pacific Company will permit the placing of excess excavated material on their properties located as follows:

(a) On the westerly side of the tracks about 2,000 feet west and northerly of Highway Station 394, as indicated on the plans.

(b) On a limited area lying westerly of Highway Station 398, in the railroad quarry adjacent to the railroad loading track.

If the contractor elects to use any of the above-listed railroad properties or other railroad property as a disposal area for excess material, he shall conform to the following requirements and understandings:

1. The rights to cross the railroad tracks and to occupy or use railroad property shall be obtained by the contractor and all arrangements therefor shall be made by him directly with the Southern Pacific Company.

2. The hauling and placing of the materials shall be at the contractor's cost and shall be in accordance with the Southern Pacific Company requirements, it being understood (a) that the materials on the property listed under (a) above are to be placed to lines, grades and cross sections established by the railroad company and which will lend themselves to future railroad track relocation with required drainage provided by the railroad company, (b) that the materials on property listed under (b) above are to be rock fragments side cast to the railroad quarry floor adjacent to their loading track on a plank floor provided by the railroad, with the contractor providing a bulldozer to keep the loading track clear, and (c) that no compacting of materials will be required.

3. All flagging costs and inspection costs made necessary by crossing of the railroad tracks and by the hauling and placing of excess materials on railroad property shall be borne by the railroad company. The contractor will include all work in connection with the disposal of material on railroad property in the insurance provided for the railroad company covering other work on the project.

4. In providing railroad protective insurance and other required insurance on the project, it shall be incumbent on the contractor, if he elects to use railroad property for the disposal of excess material, to so advise the insurance company in order that the insurance will fully cover said operations; and evidence of such coverage shall be indicated in those regular insurance policies provided to cover work on railroad property within the limits of the project, as such are called for under the contract.

RECEIVED
0

FOR FILING
7 132 (11)

5786

Cross Referenced To:
Adv.
Petitions
Clackamas

Salem, Oregon
June 9, 1960

Mr. J. W. DeSouza

We will have excess material in the grading of the highway between New Era and Canby. Our Division has been in contact with the Southern Pacific Company regarding an area upon which to dispose of this material. We can only make this optional in our contract for the work. The contractor may elect to find his own area to dispose of the material, and in our specifications we will only call attention to the fact that the Southern Pacific areas are available.

The Railroad Company has submitted a proposed agreement covering the disposal of waste which will have to be considerably modified. I would suggest modifications along the following lines:

RECITALS:

"In connection with the proposed improvement of the Pacific Highway between New Era and Canby, Oregon, State will have excess material. The Railroad Company has agreed that this material may be disposed of upon its property subject to certain conditions. It is the purpose of this agreement to set forth the understanding of the parties as to terms, covenants and conditions under which said excavated waste material may be disposed of upon property of the Railroad. It is further understood that the use of Railroad property will be optional with State's contractor, and that should State's contractor elect to deposit upon other areas, this agreement shall not be in effect."

Artical 2: "Should State's contractor elect to dispose of materials upon Railroad property, State agrees that such excavated material shall be placed to the elevations and in a manner satisfactory to the Railroad so as not to interfere with or endanger operations of Railroad."

Article 7: "All expenses incurred in in deposit of excavated materials upon property of the Railroad shall be borne by the State except that Railroad shall provide and install any culverts or any other drainage structures which Railroad may deem necessary at Railroad's own cost, and provided further that Railroad shall provide without cost to State any necessary flagging or inspection covering work on Railroad's property.

New Article 8: "In order to accomplish the objects of this agreement, State will insert in its contract the attached special provisions relating to the disposal of excess material on Railroad property."

It would be appreciated if you would redraft the agreement along these lines so that I can submit it to the Railroad Company.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

New Era-Canby Section
Pacific Highway East
Clackamas County
Oregon

Proposed Special Provision

COVERING CONTRACTOR'S OPTION TO DISPOSE OF EXCESS MATERIAL ON SOUTHERN PACIFIC COMPANY PROPERTY

Disposal of Excess Material on Railroad Property:

The contractor is advised that the Southern Pacific Company will permit the placing of excess excavated material on their properties located as follows:

(a) On the westerly side of the tracks about 2,000 feet west and northerly of Highway Station 394, as indicated on the plans.

(b) On a limited area lying westerly of Highway Station 398, in the railroad quarry adjacent to the railroad loading track.

If the contractor elects to use any of the above-listed railroad properties or other railroad property as a disposal area for excess material, he shall conform to the following requirements and understandings:

1. The rights to cross the railroad tracks and to occupy or use railroad property shall be obtained by the contractor and all arrangements therefor shall be made by him directly with the Southern Pacific Company.

[illegible]

2. The hauling and placing of the materials, shall be in accordance with the Southern Pacific Company requirements, it being understood (a) that the materials on the property listed under (a) above are to be placed to lines, grades and cross sections established by the railroad company and which will lend themselves to future railroad track relocation with required drainage provided by the railroad company, (b) that the materials on property listed under (b) above are to be rock fragments side cast to the railroad quarry floor adjacent to their loading track on a plank floor provided by the railroad, with the contractor providing a bulldozer to keep the loading track clear, and (c) that no compacting of materials will be required.

3. All flagging costs and inspection costs ~~involved~~ ~~in~~ by the crossing railroad tracks, and ~~in~~ by hauling and placing excess materials on railroad property shall be borne by the railroad company. The contractor will include all

work in connection with the disposal of material on railroad property in the insurance provided for the railroad company covering other work on the project.

4. In providing railroad protective insurance and other required insurance on the project, it shall be incumbent on the contractor, if he elects to use railroad property for the disposal of excess material, to so advise the insurance company in order that the insurance will fully cover said operations; and evidence of such coverage shall be indicated in those regular insurance policies provided to cover work on railroad property within the limits of the project, as such are called for under the contract.

work in connection with the disposal of material on railroad property in the insurance provided for the railroad company covering other work on the project.

4. In providing railroad protective insurance and other required insurance on the project, it shall be incumbent on the contractor, if he elects to use railroad property for the disposal of excess material, to so advise the insurance company in order that the insurance will fully cover said operations; and evidence of such coverage shall be indicated in those regular insurance policies provided to cover work on railroad property within the limits of the project, as such are called for under the contract.

RECEIVED
JU[illegible] 1960
FOR FILING
7-132 (11)

5786

Pux 377

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct two crossings at grade of the tracks and right of way of the Molalla Branch of Southern Pacific Company on proposed north-bound lanes on the Pacific Highway East, known as the CANBY GRADE CROSSINGS project in the Southeast quarter of the Northwest quarter (SE¼ NW¼) of Section 34, Township 3 South, Range 1 East, W.M., in Clackamas County, Oregon.	PETITION No.______

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205.

III

That Petitioner proposes to improve the existing section of Pacific Highway East between Canby and New Era to provide a four-lane highway facility, and that in connection therewith it will be necessary and desirable to construct two additional crossings of the tracks of the Molalla Branch of Southern Pacific Company, north of Canby, for two-lane north-bound traffic at the locations designated and set forth in Drawing No. 15793, titled "Crossing of So. Pac. R.R. Co. Molalla Branch Line," attached hereto and by this reference made a part hereof.

NOTED
G. S. PAXSON

IV

That it is and would be impracticable and uneconomical to construct grade separations at the said locations by reason of the minor volume of traffic upon the railroad, the existence of a private truck road overcrossing over the highway, and the expense which would be involved in crossing separation structures and approaches.

V

That the estimated traffic on the existing two-lane highway is an average of 6,250 vehicles daily, one half of which will be diverted to the proposed north-bound lanes, and the balance will remain on the existing highway, to be converted to south-bound traffic lanes, which traffic will be subject to normal annual increases, and that the average traffic on each of the tracks of the railroad is three train movements per day.

VI

That the following are affected by the proposed crossings: Southern Pacific Company and Petitioner.

VII

That the construction of the said crossings is necessary for the service, accommodation and convenience of the public in that the existing two-lane highway is inadequate for the present and anticipated future highway traffic needs.

VIII

That the vision of approaching trains by persons or drivers of vehicles traveling the proposed north-bound lanes will be as follows:

Sight Distances, West Leg Crossing

Point on Highway	Sight Distances Along Railroad	
50 ft. West of Railroad	200 ft. North	300 ft. South
500 ft. West of Railroad	300 ft. North	200 ft. South

Sight Distances, East Leg Crossing

Point on Highway	Sight Distances Along Railroad	
50 ft. West of Railroad	100 ft. North	500 ft. South
500 ft. West of Railroad	800 ft. North	300 ft. South

IX

That Petitioner proposes, for the purpose of protecting traffic across the crossings, that the existing signals on the present two-lane highway be rearranged as follows:

> Move the existing signals in the Northeast quadrants of the existing crossings of the wye tracks a sufficient distance to permit widening of the shoulders on the northerly side of the present two-lane highway, and connect the same to appropriate track circuits.
>
> Move the existing signals from the Southwest quadrants of the existing crossings of the wye tracks to the Southwest quadrants of the proposed crossings on the proposed north-bound traffic lanes, and connect the same to appropriate track circuits.

X

That the highway grade at each of the proposed crossings is practically level and does not exceed 0.5 percent.

XI

The Petitioner proposes that the construction and maintenance of the crossings, including signal installations and advance highway warning signs, be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the highway project.

(b) Except as herein stated under "THINGS TO BE DONE BY RAILROAD," reimburse railroad for all necessary expenditures in connection therewith, which reimbursement shall be made in accordance with accounting practices provided under the terms of Policy and Procedure Memorandum 30-3, issued by the Bureau of Public Roads under date of August 15, 1955, and amendments and supplements thereto.

(c) Maintain the highway with its appurtenances and facilities, including pavement between the rails of the railroad, after completion of the project including the cost of installation and maintenance of advance warning signs on the highway.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement as hereinabove stated, move the existing signals as stated in paragraph IX hereof, including the necessary track circuits.

(b) Subject to reimbursement as stated above, provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the improvement of the crossing.

(c) At its own cost and expense provide and install preservative treated ties along the portions of the tracks covered by the highway crossings, and provide adequate headers or guardrails for retention of the highway pavement.

(d) At its own cost and expense maintain the railroad tracks, ties, ballast, automatic electric signals and other facilities after the construction of the crossings.

XII

That the said crossings are in the Southeast quarter of the Northwest quarter (SE¼ NW¼) of Section 34, Township 3 South, Range 1 East, W. M., in Clackamas County, Oregon.

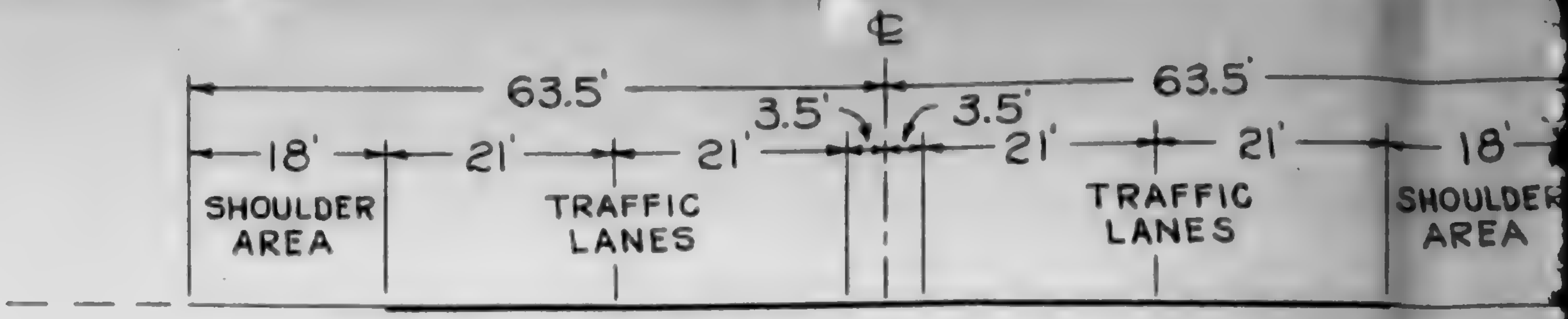
WHEREFORE, Petitioner prays for an order in accordance herewith and for such other and further orders as may be proper in the premises.

Dated at Salem, Oregon, this 16th day of May, 1960.

STATE OF OREGON, by and through its
State Highway Commission

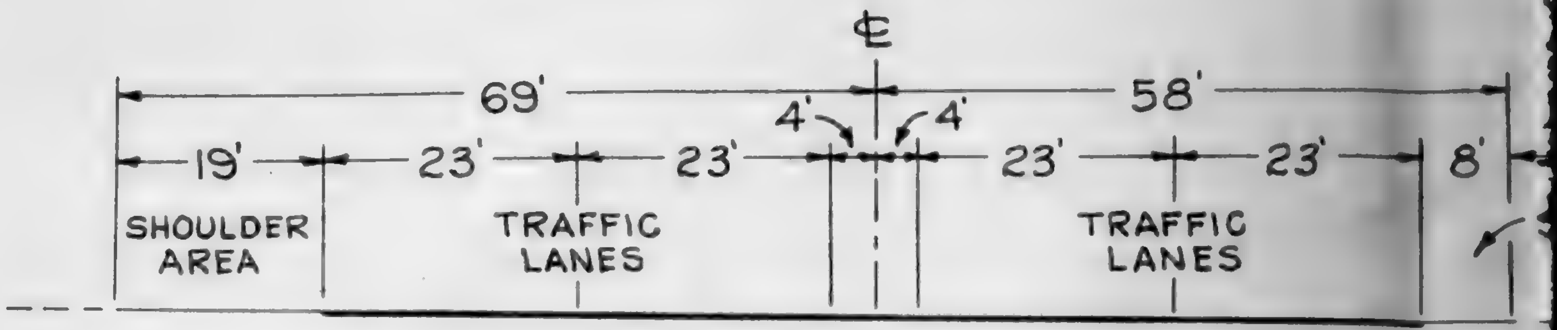
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By______________________________
J. W. DeSOUZA - Assistant Counsel
for the State Highway Commission


℄
63.5'
63.5'
3.5'
3.5'
18'
21'
21'
21'
21'
18'
SHOULDER AREA
TRAFFIC LANES
TRAFFIC LANES
SHOULDER AREA

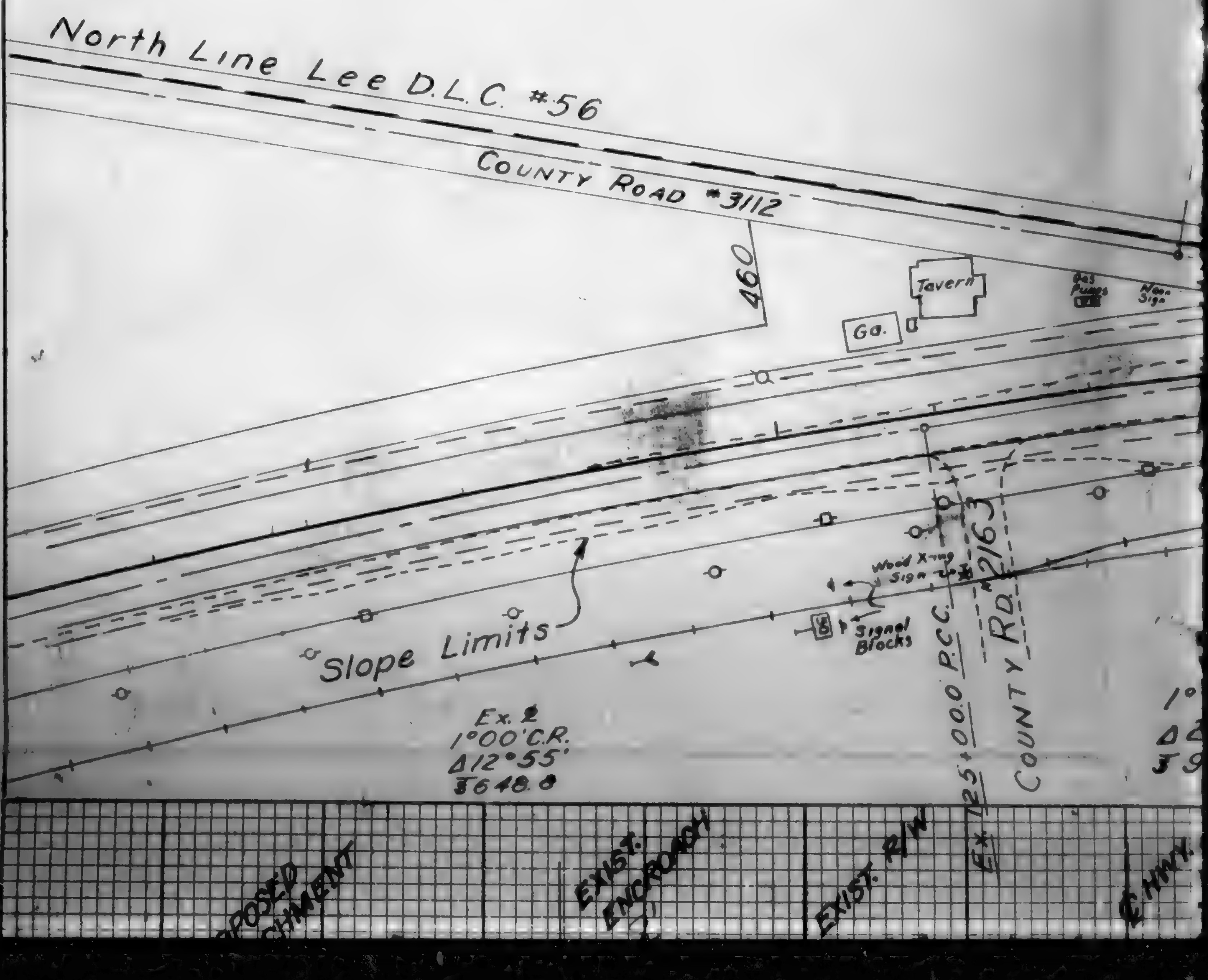
HIGHWAY SECTION ALONG R.R. ℄

HIGHWAY STA. 470+01.1


℄
69'
58'
4'
4'
19'
23'
23'
23'
23'
8'
SHOULDER AREA
TRAFFIC LANES
TRAFFIC LANES

HIGHWAY SECTION ALONG R.R. ℄

HIGHWAY STA. 474+27.0


North Line Lee D.L.C. #56
COUNTY ROAD #3112
460
Tavern
Ga.
Gas Pumps
Neon Sign
Slope Limits
Wood X-ing Sign
Signal Blocks
Ex. 125+00.0 P.C.C.
COUNTY RD. #2163
Ex. 2
1°00' C.R.
Δ12°55'
T 648.0
PROPOSED ENCROACHMENT
EXIST. ENCROACH
EXIST. R/W
℄ HWY.

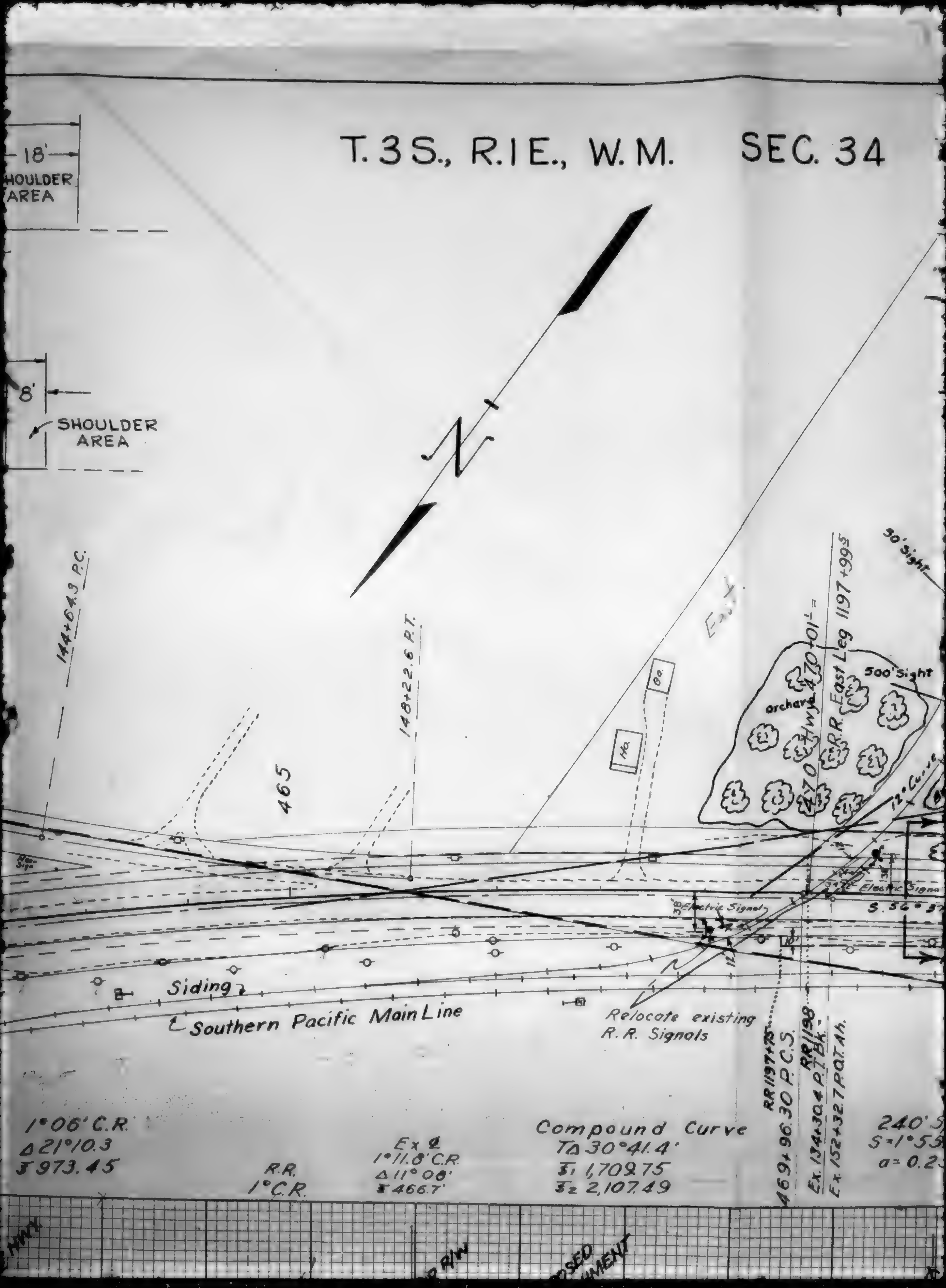
PUC MAP

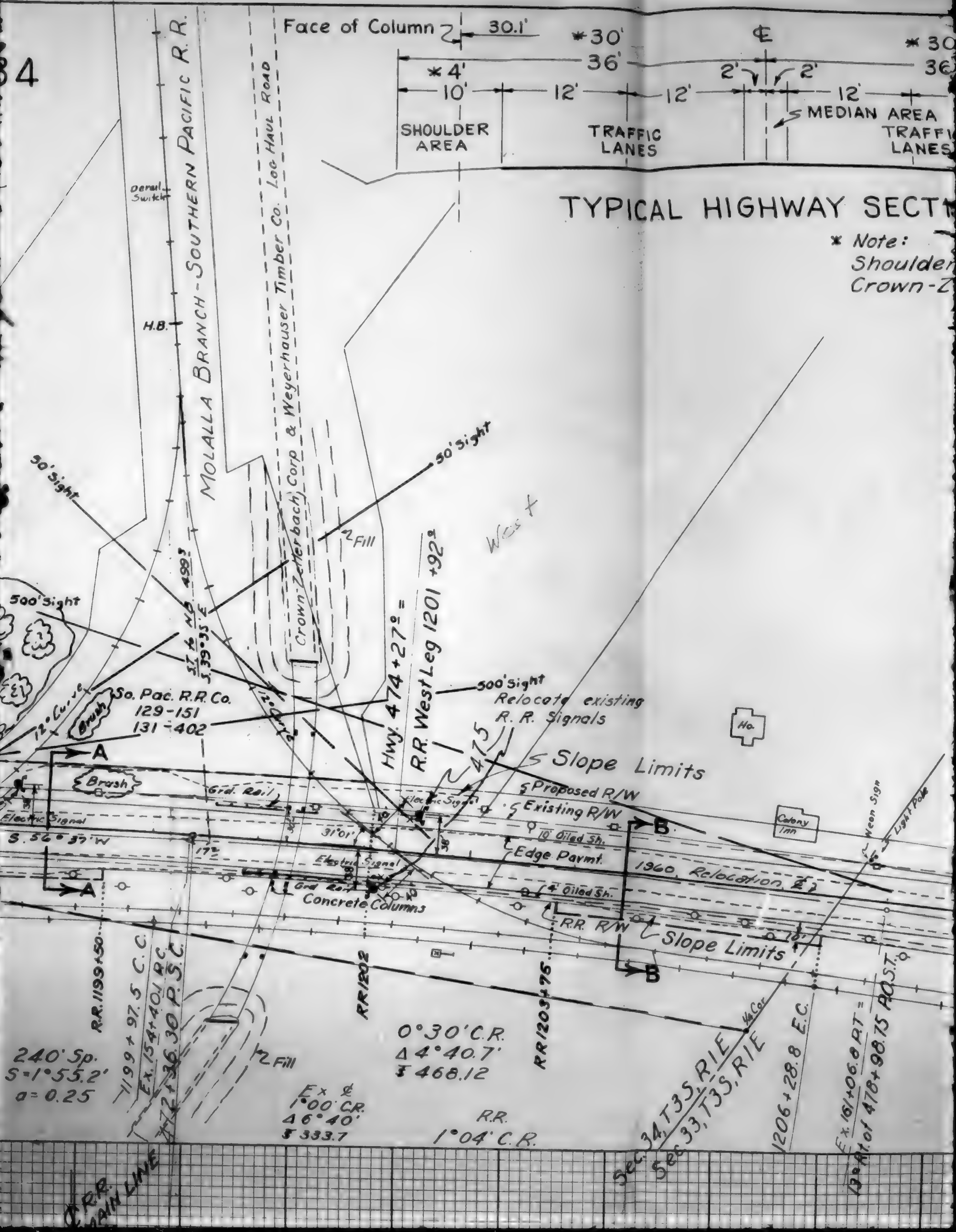
NEWERA-CANBY SECT.

Pacific Highway East

		BY	DATE
FINAL SURVEY	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

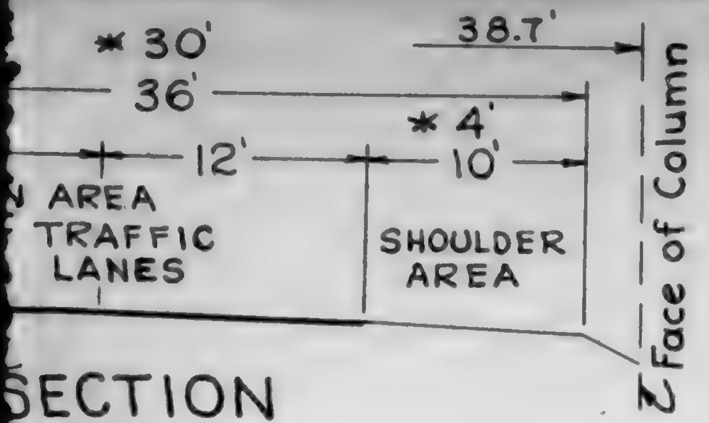
T. 3 S., R. 1 E., W. M.   SEC. 34


18'
SHOULDER AREA
8'
SHOULDER AREA
N
144+64.3 P.C.
148+22.6 P.T.
465
Ga.
Ho.
East
470 Hwy 470+01± = R.R. East Leg 1197+99±
Orchard
500' Sight
30' Sight
12° Curve
Electric Signal
Electric Signal
S. 56° 37
Siding
℄ Southern Pacific Main Line
Relocate existing R.R. Signals
RR 1197+75
469+96.30 P.C.S.
RR 1198
Ex. 134+30.4 P.T. Bk.
Ex. 152+32.7 P.O.T. Ah.
1°06' C.R.
Δ 21°10.3
T 973.45
R.R.
1° C.R.
Ex ℄
1°11.8' C.R.
Δ 11°08'
T 466.7'
Compound Curve
TΔ 30°41.4'
T1 1,709.75
T2 2,107.49
240' S
S=1°55
a=0.2
HWY
R/W
POSED
IMENT


34
Face of Column
30.1'
*30'
℄
*30
36'
36
*4'
10'
12'
12'
2'
2'
12'
SHOULDER AREA
TRAFFIC LANES
MEDIAN AREA
TRAFFI LANES
TYPICAL HIGHWAY SECT
* Note:
Shoulder
Crown-Z
Derail Switch
H.B.
MOLALLA BRANCH - SOUTHERN PACIFIC R.R.
Crown Zellerbach Corp & Weyerhauser Timber Co. Log Haul Road
Crown Zellerbach
Fill
50' Sight
50' Sight
500' Sight
500' Sight
West
37.4 H.B. 499
S 39°35' E
12° Curve
Brush
So. Pac. R.R. Co.
129-151
131-402
Hwy. 474+27± =
R.R. West Leg 1201+92±
475
Relocate existing R.R. Signals
Slope Limits
A
Brush
Grd. Rail
Proposed R/W
Existing R/W
Electric Signal
Electric Signal
B
Colony Inn
Ho.
Neon Sign
Light Pole
S. 56° 37' W
31°01'
10' Oiled Sh.
Edge Pavmt.
1960 Relocation ℄
Electric Signal
Grd. Rail
4' Oiled Sh.
Concrete Columns
A
R.R. R/W
Slope Limits
B
R.R. 1199+50
RR 1202
RR 1203+75
1199+97.5 C.C.
Ex. 154+40.1 P.C.
472+36.30 P.S.C.
Fill
0°30' C.R.
Δ 4°40.7'
T 468.12
240' Sp.
S = 1°55.2'
a = 0.25
Ex ℄
1°00' C.R.
Δ 6°40'
T 333.7
R.R.
1°04' C.R.
℄ R.R. MAIN LINE
Sec. 34, T3S, R1E
Sec. 33, T3S, R1E
¼ Cor.
1206+28.8 E.C.
Ex. 161+06.8 P.T. =
13± Rt. of 478+98.75 P.O.S.T.

OREGON STATE HIGHWAY DEP
P.U.C. Vicinity Map
PACIFIC HIGHWAY EAST
CROSSING of So.Pac.R.R.Co. MOLALLA BRANC
CLACKAMAS CO.

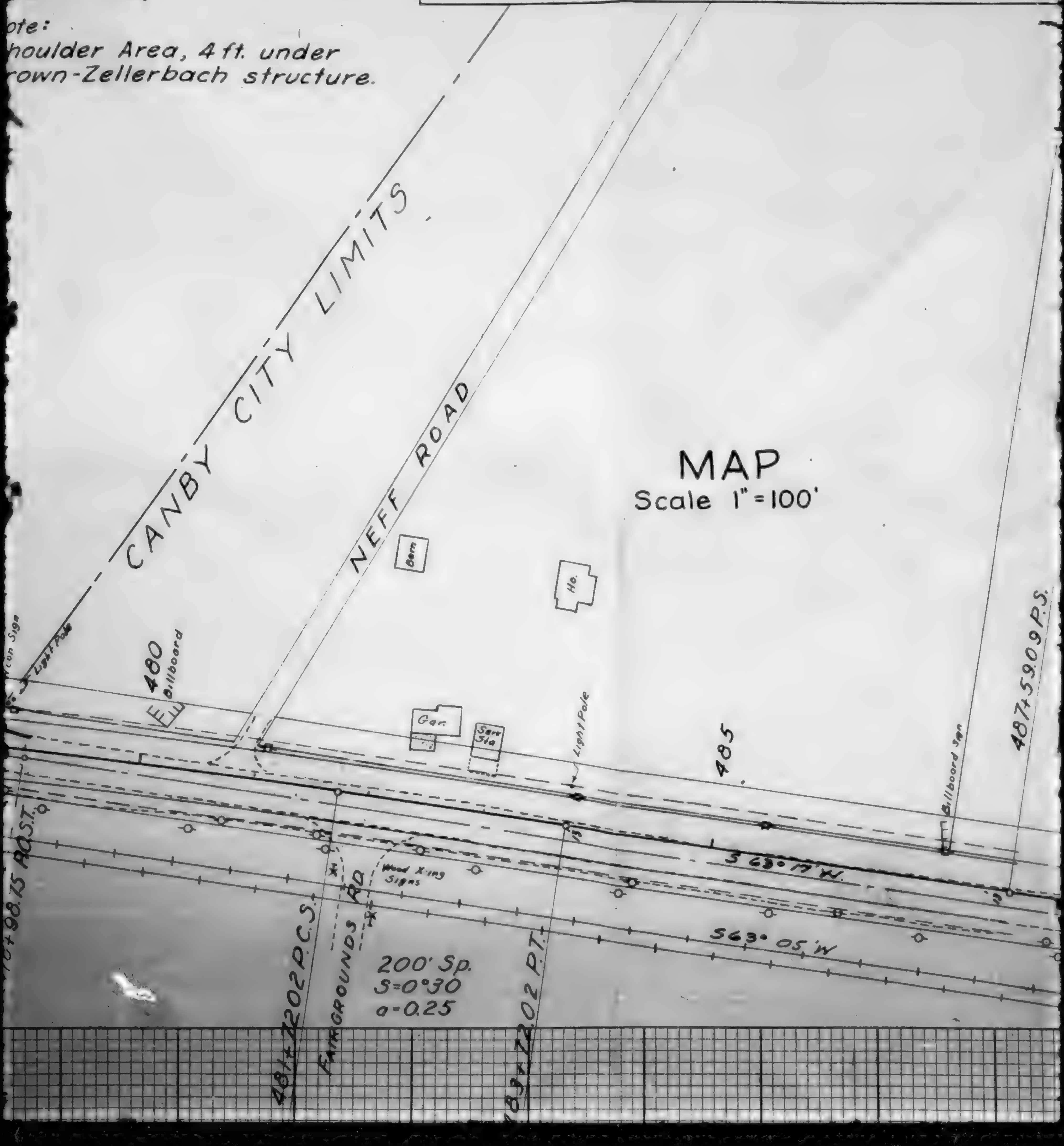
Scale: as noted March 19



*30'
38.7'
36'
*4'
12'
10'
N AREA
TRAFFIC
LANES
SHOULDER
AREA
℄ Face of Column

SECTION

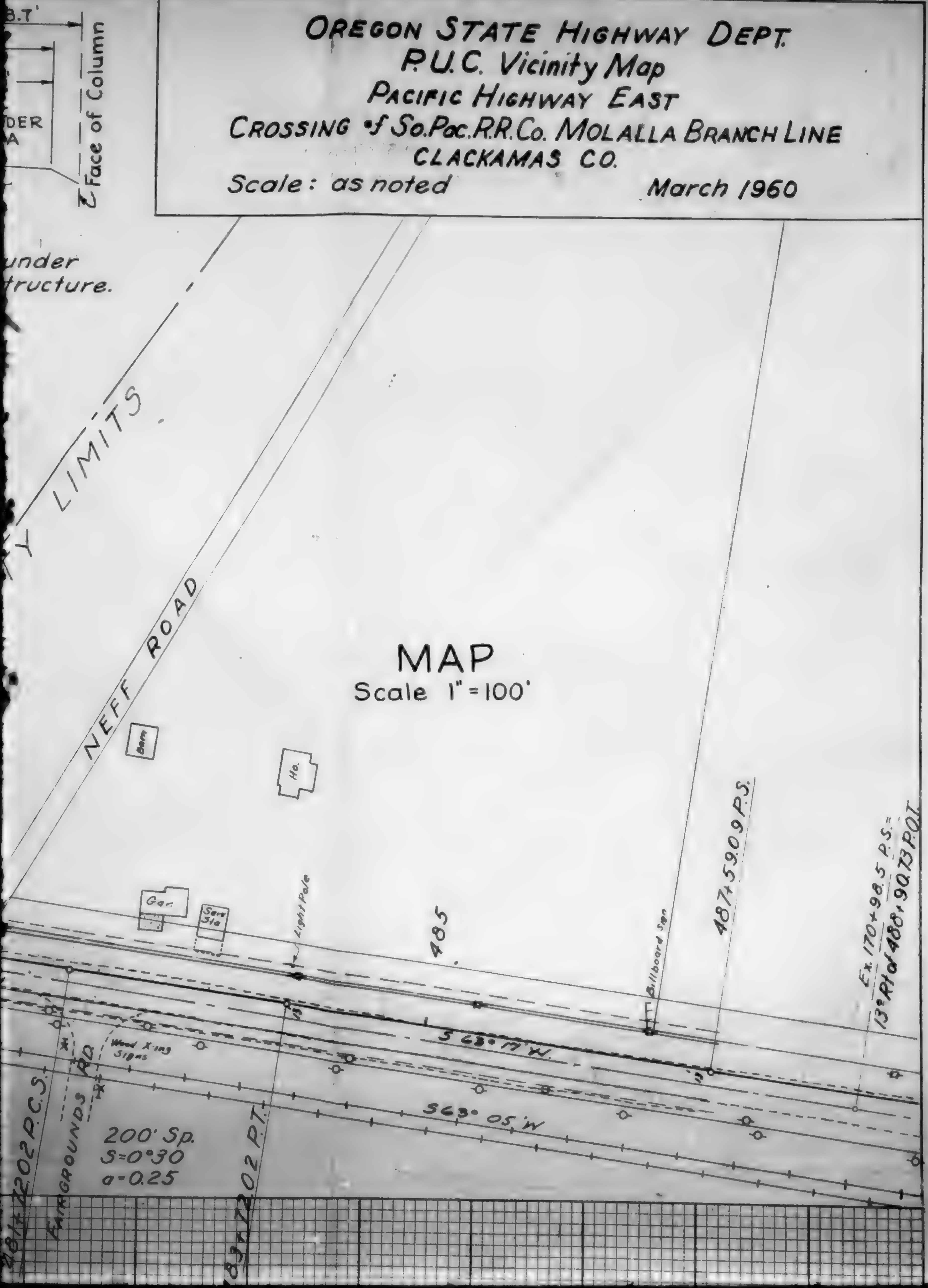
ote:
houlder Area, 4 ft. under
rown-Zellerbach structure.



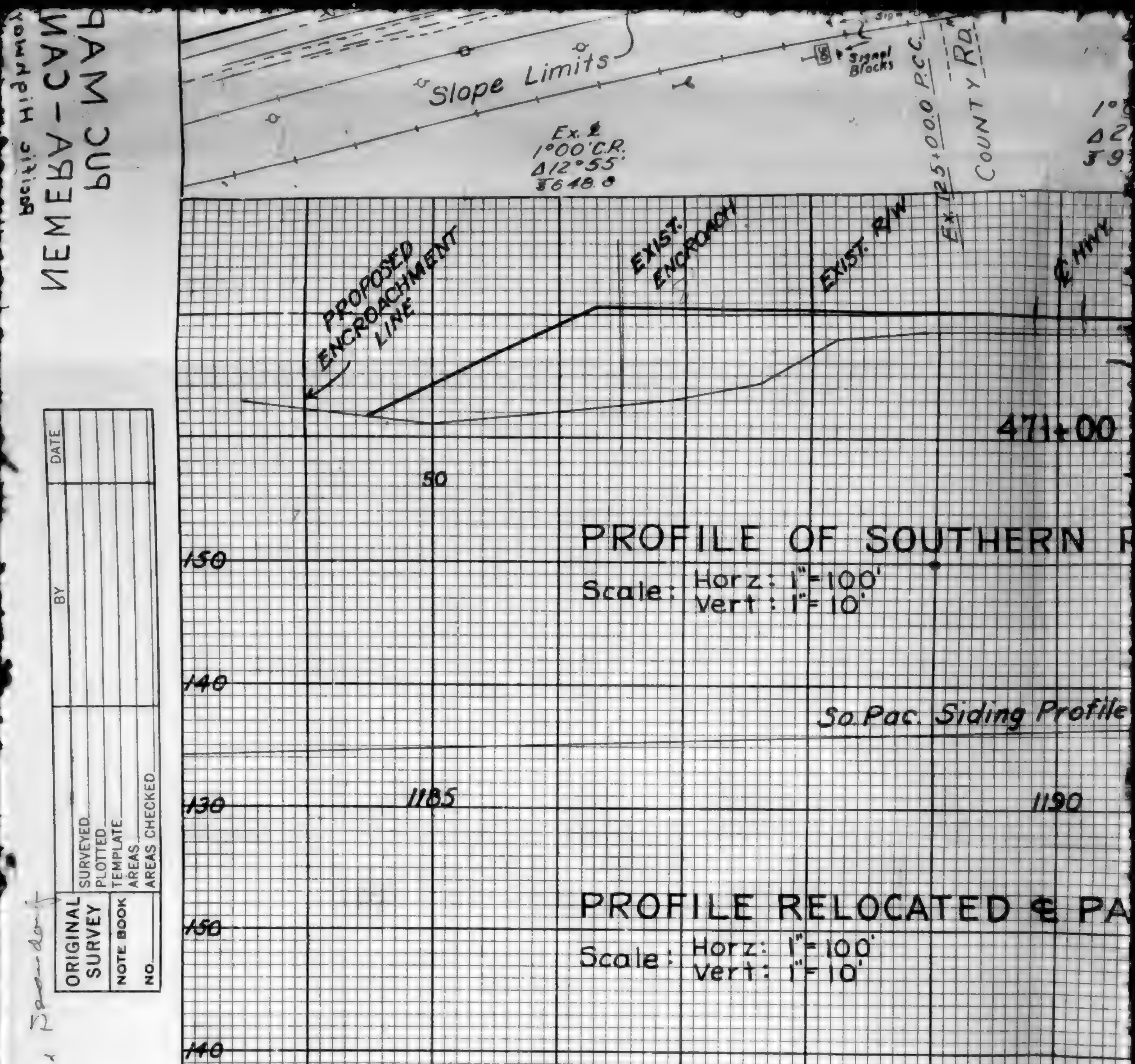
CANBY CITY LIMITS
NEFF ROAD
Barn
Ho.
Gar.
Serv Sta
Light Pole
Light Pole
480
Billboard
Neon Sign
485
Billboard Sign
487+59.09 P.S.
S 63° 17' W.
S63° 05' W
Wood X-ing Signs
FAIRGROUNDS RD
481+72.02 P.C.S.
483+72.02 P.T.
0+98.75 P.O.S.T.
200' Sp.
S=0°30
a=0.25

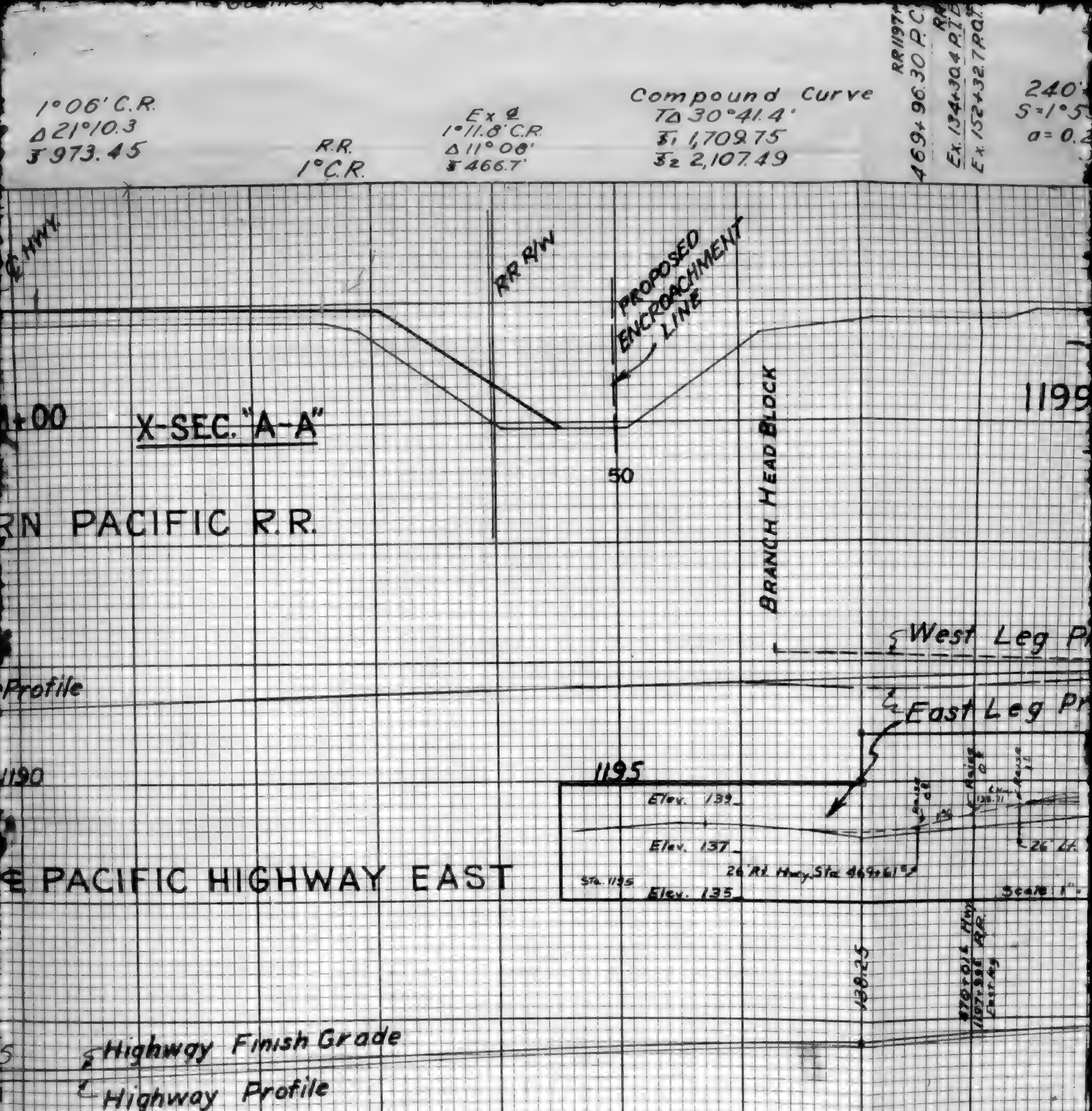
MAP
Scale 1"=100'

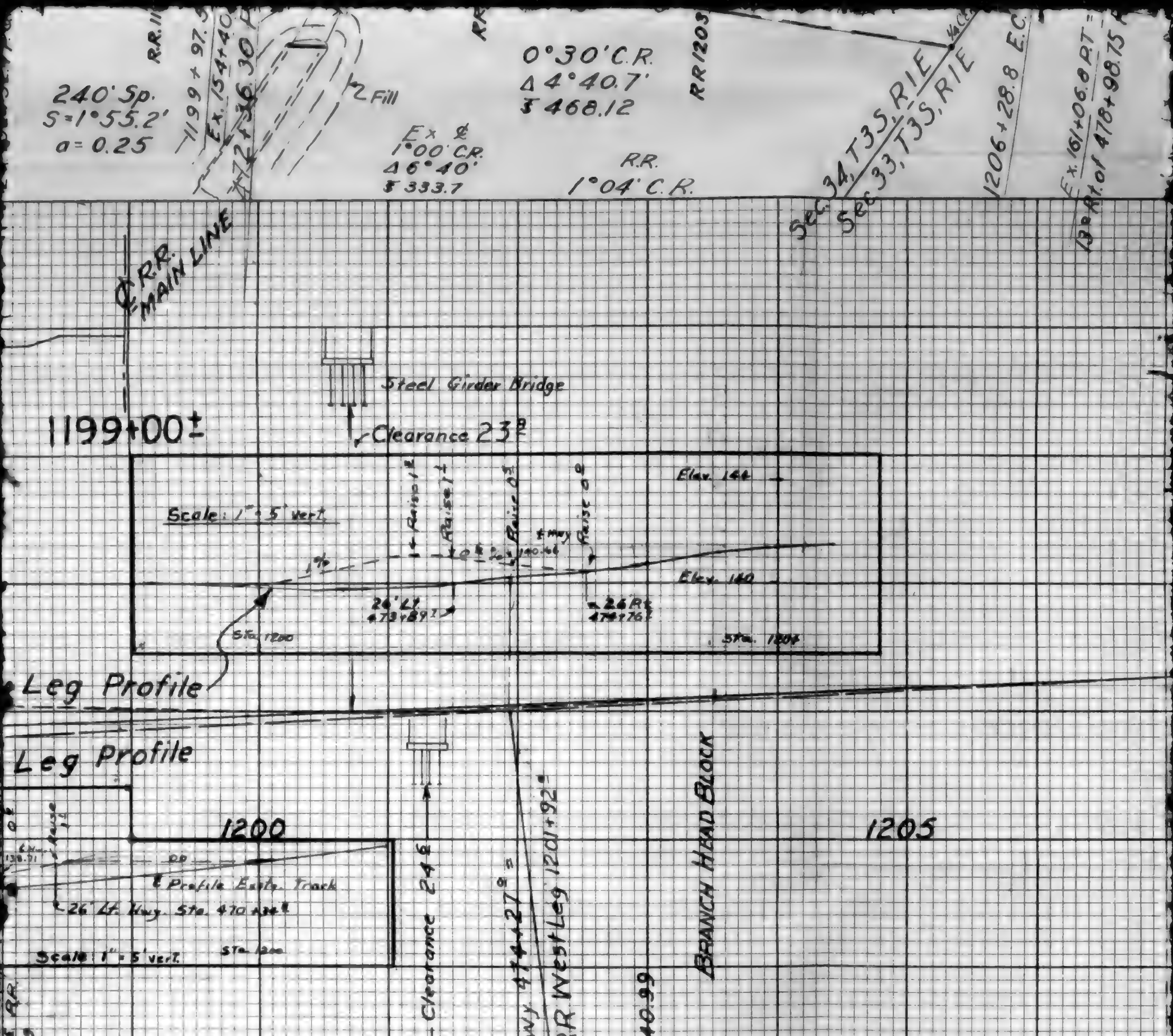
OREGON STATE HIGHWAY DEPT.
P.U.C. Vicinity Map
PACIFIC HIGHWAY EAST
CROSSING of So. Pac. R.R. Co. MOLALLA BRANCH LINE
CLACKAMAS CO.
Scale: as noted March 1960

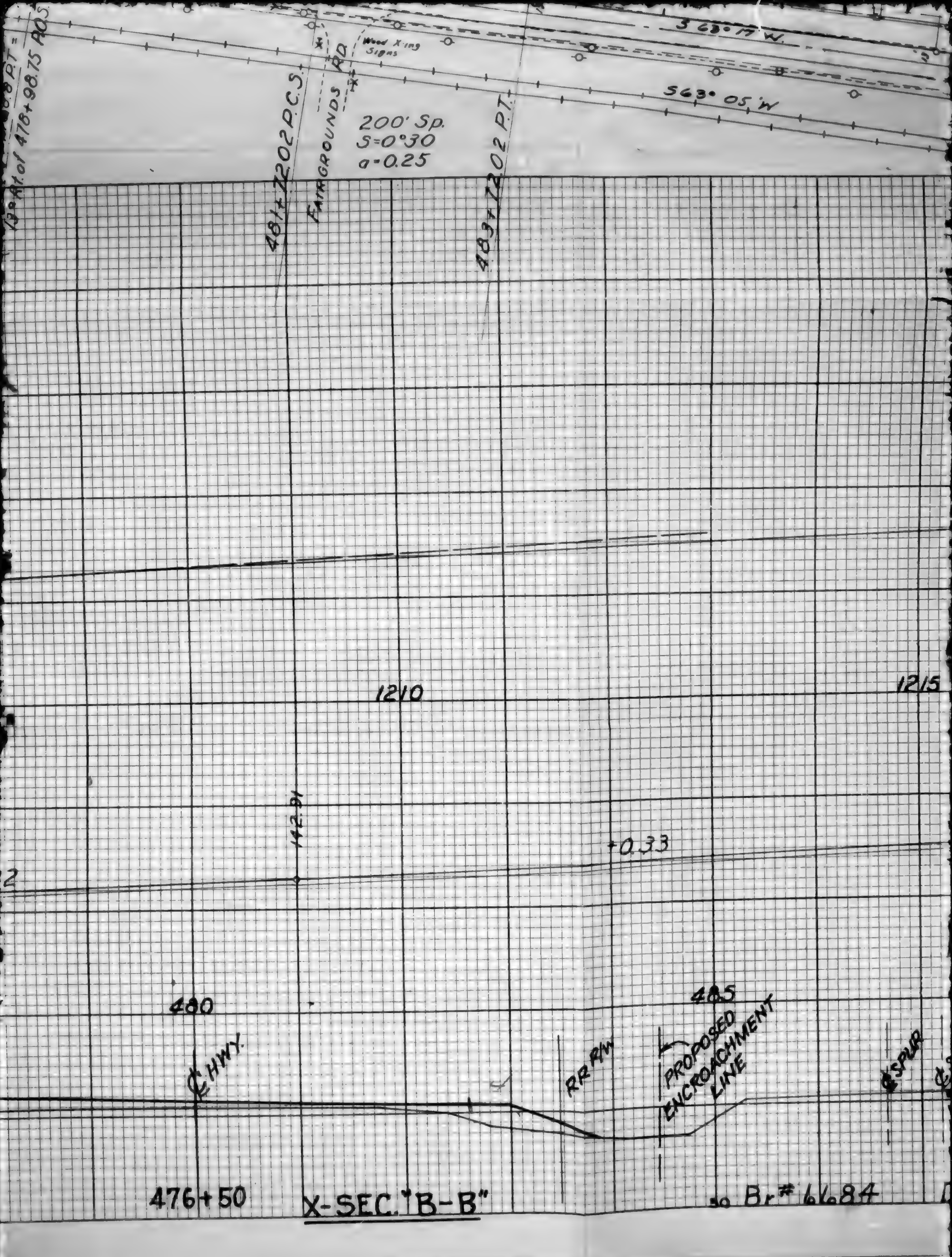

8.7'
DER
A
℄ Face of Column
under
structure.
Y LIMITS
NEFF ROAD
Barn
Ho.
Gar.
Serv Sta
Light Pole
485
Billboard Sign
487+59.09 P.S.
Ex. 170+98.5 P.S. = 13° Rt of 488+90.73 P.O.T.
S 63° 17' W.
S 63° 05' W
Wood X-ing Signs
FAIRGROUNDS RD
481+72.02 P.C.S.
483+72.02 P.T.
200' Sp.
S=0°30
a=0.25

MAP
Scale 1" = 100'

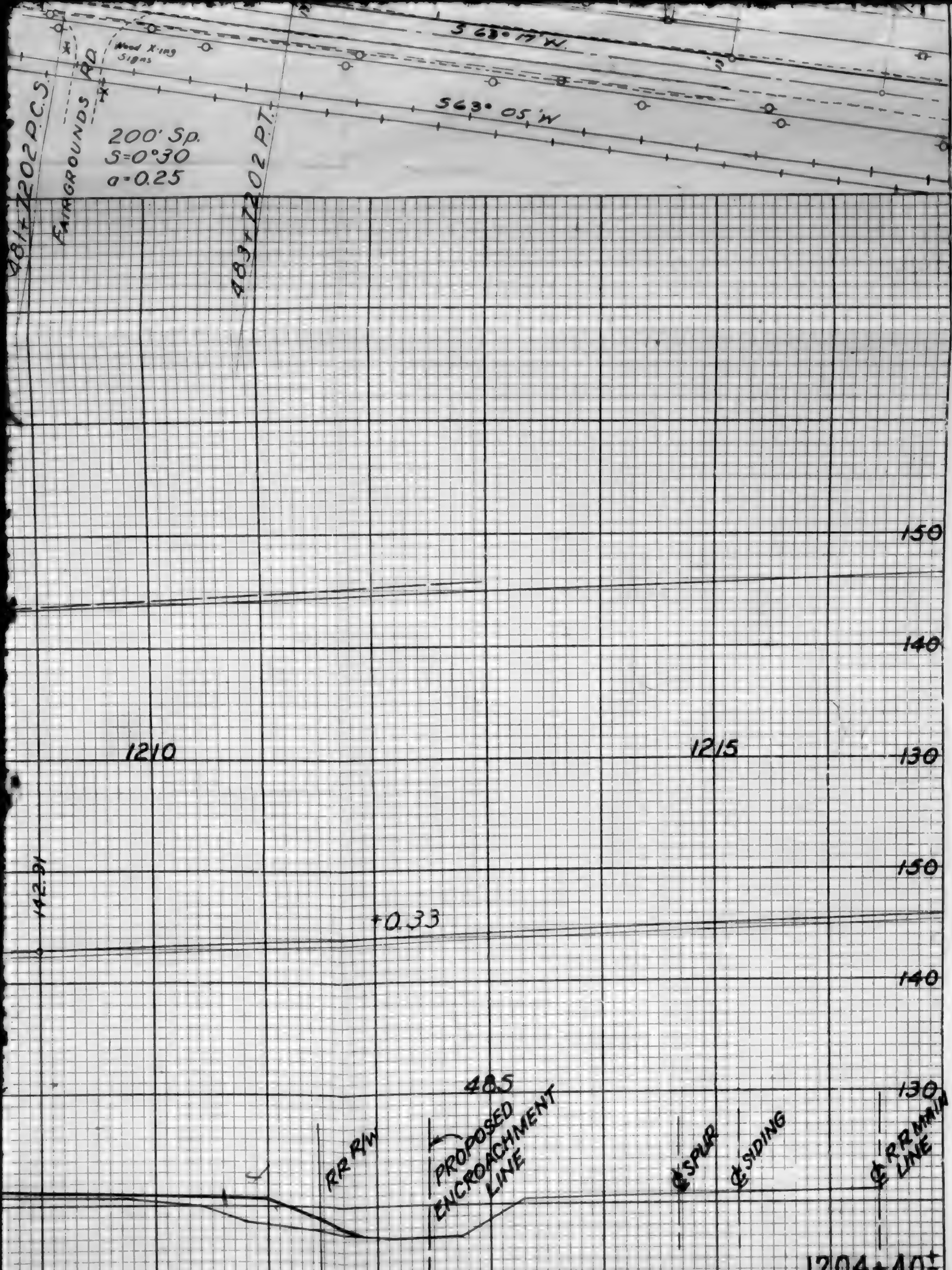

Slope Limits
Signal Blocks
Ex. ℄ 1°00' C.R. Δ12°55' T648.0
Ex. 125+00.0 P.C.C.
COUNTY RD.
PROPOSED ENCROACHMENT LINE
EXIST. ENCROACH
EXIST. R/W
℄ HWY
471+00
50
PROFILE OF SOUTHERN
Scale: Horz: 1"=100' Vert: 1"=10'
So. Pac. Siding Profile
150
140
130
1185
1190
PROFILE RELOCATED ℄ PA
Scale: Horz: 1"=100' Vert: 1"=10'
+0.35
460
ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE
PUC MAP
NEMERA - CAN
Pacific Highway


1°06' C.R.
Δ21°10.3
T 973.45
R.R.
1°C.R.
Ex ℄
1°11.8' C.R.
Δ11°08'
T 466.7'
Compound Curve
TΔ 30°41.4'
T1 1,709.75
T2 2,107.49
RR 1197
469+96.30 P.C.
Ex. 134+30.4 P.T.
Ex. 152+32.7 P.O.T.
240'
S=1°5
a=0.2
℄ HWY
R.R. R/W
PROPOSED ENCROACHMENT LINE
+00
X-SEC. "A-A"
1199
50
RN PACIFIC R.R.
BRANCH HEAD BLOCK
℄ West Leg Pr
Profile
℄ East Leg Pr
1190
1195
Elev. 139
Elev. 137
Elev. 135
Sta. 1195
26' Rt. Hwy. Sta. 469+61
136.71
26' Lt.
Scale: 1"
℄ PACIFIC HIGHWAY EAST
138.25
470+01.4 Hwy
1197+96 RR
East Leg
℄ Highway Finish Grade
℄ Highway Profile
465
470


R.R. 11
1199+97.5
Ex. 154+40
172+36.30
240' Sp.
S=1°55.2'
a=0.25
2 Fill
0°30' C.R.
Δ 4°40.7'
468.12
Ex ℄
1°00' C.R.
Δ 6°40'
333.7
RR 1203
R.R.
1°04' C.R.
Sec. 34, T3S, R1E
Sec. 33, T3S, R1E
1206+28.8 E.C.
Ex. 161+06.8 P.T.
13° Rt. of 478+98.75
℄ R.R. MAIN LINE
Steel Girder Bridge
1199+00±
Clearance 23±
Scale: 1" = 5' vert.
Raise 1±
Raise 1±
Raise 0±
Raise 0±
℄ Hwy.
140.46
1%
Elev. 144
Elev. 140
26' Lt.
473+89±
26' Rt.
474+76±
Sta. 1200
Sta. 1204
Leg Profile
Leg Profile
1200
1205
Raise 1±
℄ Hwy.
138.71
℄ Profile Exist. Track
26' Lt. Hwy. Sta. 470+38±
Scale: 1" = 5' vert.
Sta. 1200
R.R. 1197+99± East Leg
Clearance 24±
Hwy. 474+27±
R.R. West Leg 1201+92±
140.99
BRANCH HEAD BLOCK
+0.456
+0.32
70
475
50

13° Rt. of 478+98.75 POS
PT =
481+72.02 P.C.S.
FAIRGROUNDS RD
Wood X-ing Signs
S 63° 14' W.
S 63° 05' W
200' Sp.
S=0°30
a=0.25
483+72.02 P.T.
1210
1215
142.91
+0.33
480
485
℄ HWY.
RR R/W
PROPOSED ENCROACHMENT LINE
℄ SPUR
476+50
30
Br# 6684

X-SEC. "B-B"


481+72.02 P.C.S.
FAIRGROUNDS RD
Wood X-ing Signs
S 63° 17' W.
S 63° 05' W
200' Sp.
S=0°30
a=0.25
483+72.02 P.T.
150
140
1210
1215
130
142.91
150
+0.33
140
485
130
RR R/W
PROPOSED ENCROACHMENT LINE
℄ SPUR
℄ SIDING
℄ R.R. MAIN LINE
1204+40±

X-SEC. "B-B"

Br # 6684

Dwg # 15793

(Revised)

RECEIVED
FORM E-123-X 7SM
[illegible] - 1 1950
FOR FILING

7-137 (11)
5786

COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 16, 1960

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 377 - Canby G-Xings
S. P. Co. - Clackamas Co.

Dear Sir:

Herewith I hand you four signed copies of petition of the State Highway Commission in the above titled matter.

Two of the copies are for service upon Southern Pacific Company and one copy may be served upon the City of Canby. I do not think the county is a necessary party. The City of Canby is not an interested party, although the improvement may be of local interest.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson
Tom Edwards
I. A. DeFrance
A. E. Johnson
F. B. Crandall

[illegible]
G. S. PAXSON

Pux 377

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct two crossings at grade of the tracks and right of way of the Molalla Branch of Southern Pacific Company on proposed north-bound lanes on the Pacific Highway East, known as the CANBY GRADE CROSSINGS project in the Southeast quarter of the Northwest quarter (SE¼ NW¼) of Section 34, Township 3 South, Range 1 East, W.M., in Clackamas County, Oregon.	PETITION No.______

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205.

III

That Petitioner proposes to improve the existing section of Pacific Highway East between Canby and New Era to provide a four-lane highway facility, and that in connection therewith it will be necessary and desirable to construct two additional crossings of the tracks of the Molalla Branch of Southern Pacific Company, north of Canby, for two-lane north-bound traffic at the locations designated and set forth in Drawing No. 15793, titled "Crossing of So. Pac. R.R. Co. Molalla Branch Line," attached hereto and by this reference made a part hereof.

IV

That it is and would be impracticable and uneconomical to construct grade separations at the said locations by reason of the minor volume of traffic upon the railroad, the existence of a private truck road overcrossing over the highway, and the expense which would be involved in crossing separation structures and approaches.

V

That the estimated traffic on the existing two-lane highway is an average of 6,250 vehicles daily, one half of which will be diverted to the proposed north-bound lanes, and the balance will remain on the existing highway, to be converted to south-bound traffic lanes, which traffic will be subject to normal annual increases, and that the average traffic on each of the tracks of the railroad is three train movements per day.

VI

That the following are affected by the proposed crossings: Southern Pacific Company and Petitioner.

VII

That the construction of the said crossings is necessary for the service, accommodation and convenience of the public in that the existing two-lane highway is inadequate for the present and anticipated future highway traffic needs.

VIII

That the vision of approaching trains by persons or drivers of vehicles traveling the proposed north-bound lanes will be as follows:

Sight Distances, West Leg Crossing

Point on Highway	Sight Distances Along Railroad	
50 ft. West of Railroad	200 ft. North	300 ft. South
500 ft. West of Railroad	300 ft. North	200 ft. South

Sight Distances, East Leg Crossing

Point on Highway	Sight Distances Along Railroad	
50 ft. West of Railroad	100 ft. North	500 ft. South
500 ft. West of Railroad	800 ft. North	300 ft. South

IX

That Petitioner proposes, for the purpose of protecting traffic across the crossings, that the existing signals on the present two-lane highway be rearranged as follows:

> Move the existing signals in the Northeast quadrants of the existing crossings of the wye tracks a sufficient distance to permit widening of the shoulders on the northerly side of the present two-lane highway, and connect the same to appropriate track circuits.
>
> Move the existing signals from the Southwest quadrants of the existing crossings of the wye tracks to the Southwest quadrants of the proposed crossings on the proposed north-bound traffic lanes, and connect the same to appropriate track circuits.

X

That the highway grade at each of the proposed crossings is practically level and does not exceed 0.5 percent.

XI

The Petitioner proposes that the construction and maintenance of the crossings, including signal installations and advance highway warning signs, be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the highway project.

(b) Except as herein stated under "THINGS TO BE DONE BY RAILROAD," reimburse railroad for all necessary expenditures in connection therewith, which reimbursement shall be made in accordance with accounting practices provided under the terms of Policy and Procedure Memorandum 30-3, issued by the Bureau of Public Roads under date of August 15, 1955, and amendments and supplements thereto.

(c) Maintain the highway with its appurtenances and facilities, including pavement between the rails of the railroad, after completion of the project including the cost of installation and maintenance of advance warning signs on the highway.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement as hereinabove stated, move the existing signals as stated in paragraph IX hereof, including the necessary track circuits.

(b) Subject to reimbursement as stated above, provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the improvement of the crossing.

(c) At its own cost and expense provide and install preservative treated ties along the portions of the tracks covered by the highway crossings, and provide adequate headers or guardrails for retention of the highway pavement.

(d) At its own cost and expense maintain the railroad tracks, ties, ballast, automatic electric signals and other facilities after the construction of the crossings.

XII

That the said crossings are in the Southeast quarter of the Northwest quarter (SE¼ NW¼) of Section 34, Township 3 South, Range 1 East, W. M., in Clackamas County, Oregon.

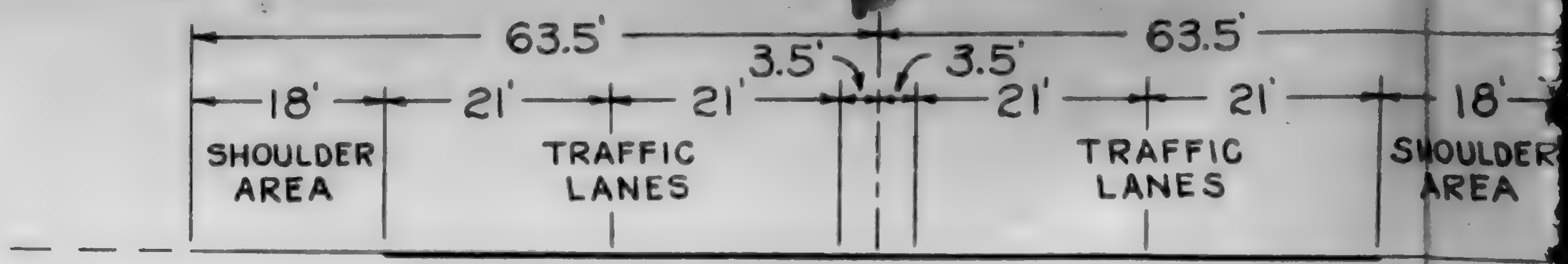
WHEREFORE, Petitioner prays for an order in accordance herewith and for such other and further orders as may be proper in the premises.

Dated at Salem, Oregon, this 16th day of May, 1960.

STATE OF OREGON, by and through its
State Highway Commission

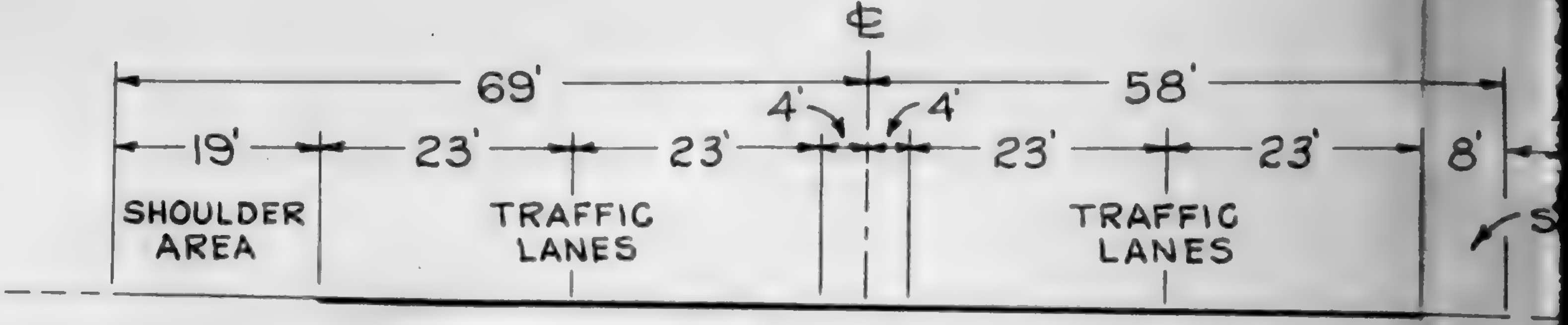
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By______________________________
J. W. DeSOUZA - Assistant Counsel
for the State Highway Commission


63.5'
3.5'
3.5'
63.5'
18'
21'
21'
21'
21'
18'
SHOULDER AREA
TRAFFIC LANES
TRAFFIC LANES
SHOULDER AREA

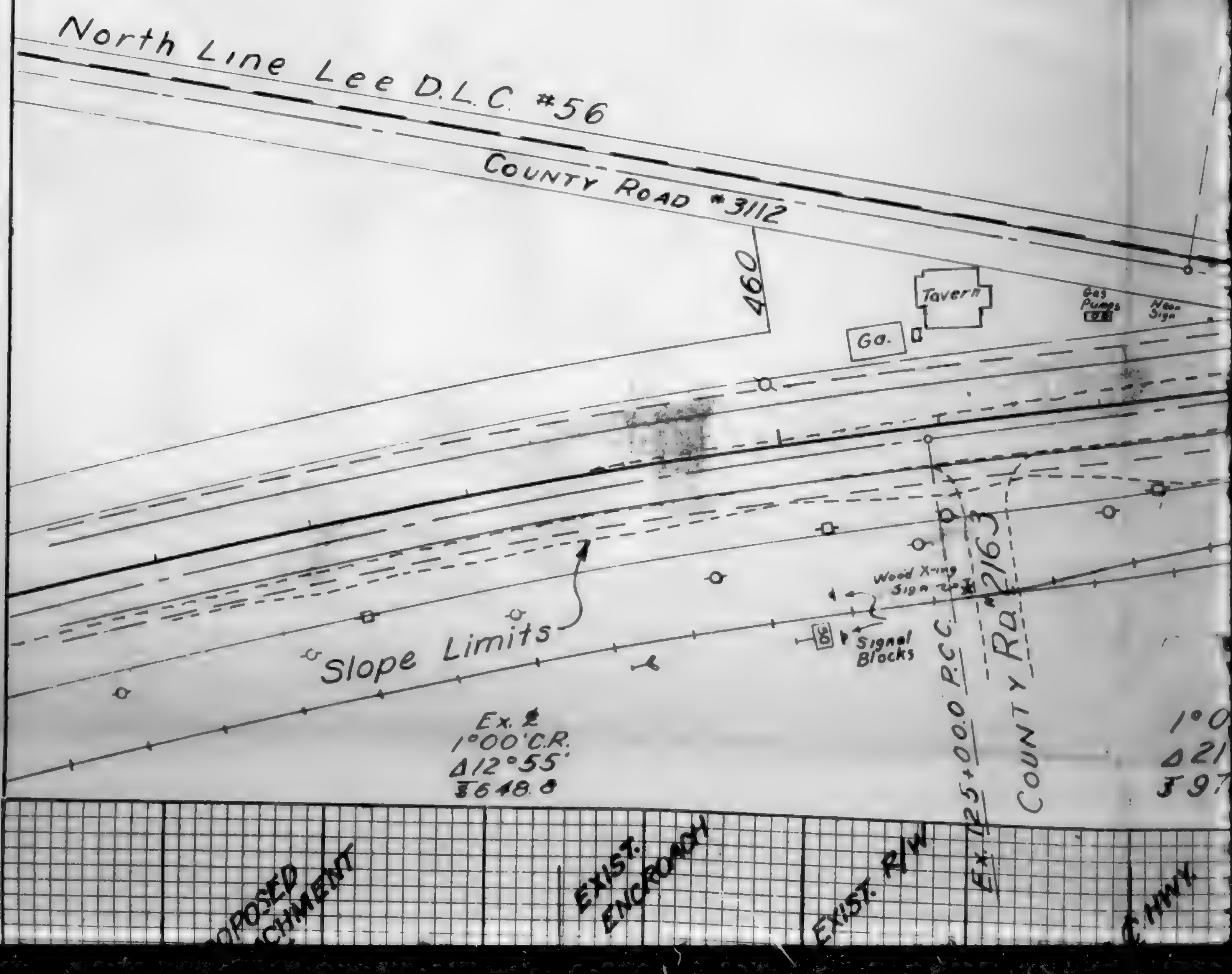
HIGHWAY SECTION ALONG R.R. ℄

HIGHWAY STA. 470+01.1


℄
69'
4'
4'
58'
19'
23'
23'
23'
23'
8'
SHOULDER AREA
TRAFFIC LANES
TRAFFIC LANES

HIGHWAY SECTION ALONG R.R. ℄

HIGHWAY STA. 474+27.0


North Line Lee D.L.C. #56
County Road #3112
460
Tavern
Ga.
Gas Pumps
Neon Sign
Wood X-ing Sign
Signal Blocks
Slope Limits
County Rd. #2163
Ex. 125+00.0 P.C.C.
Ex. ℄
1°00' C.R.
Δ12°55'
Ʒ648.8
1°0
Δ21
Ʒ97
PROPOSED ENCROACHMENT
EXIST. ENCROACH
EXIST. R/W
℄ HWY.

FINAL SURVEY

NOTE BOOK

NO.

SURVEYED

PLOTTED

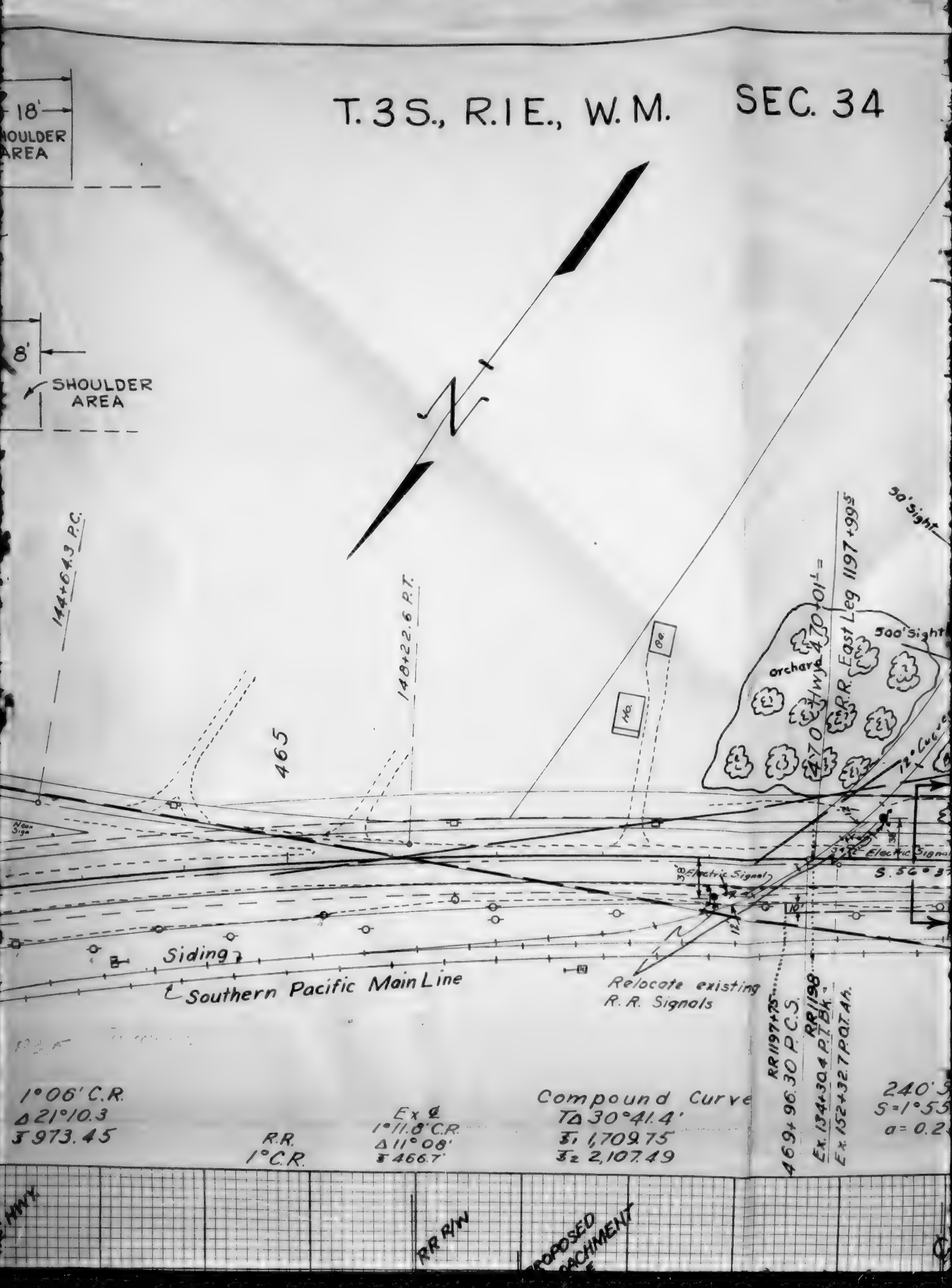
TEMPLATE

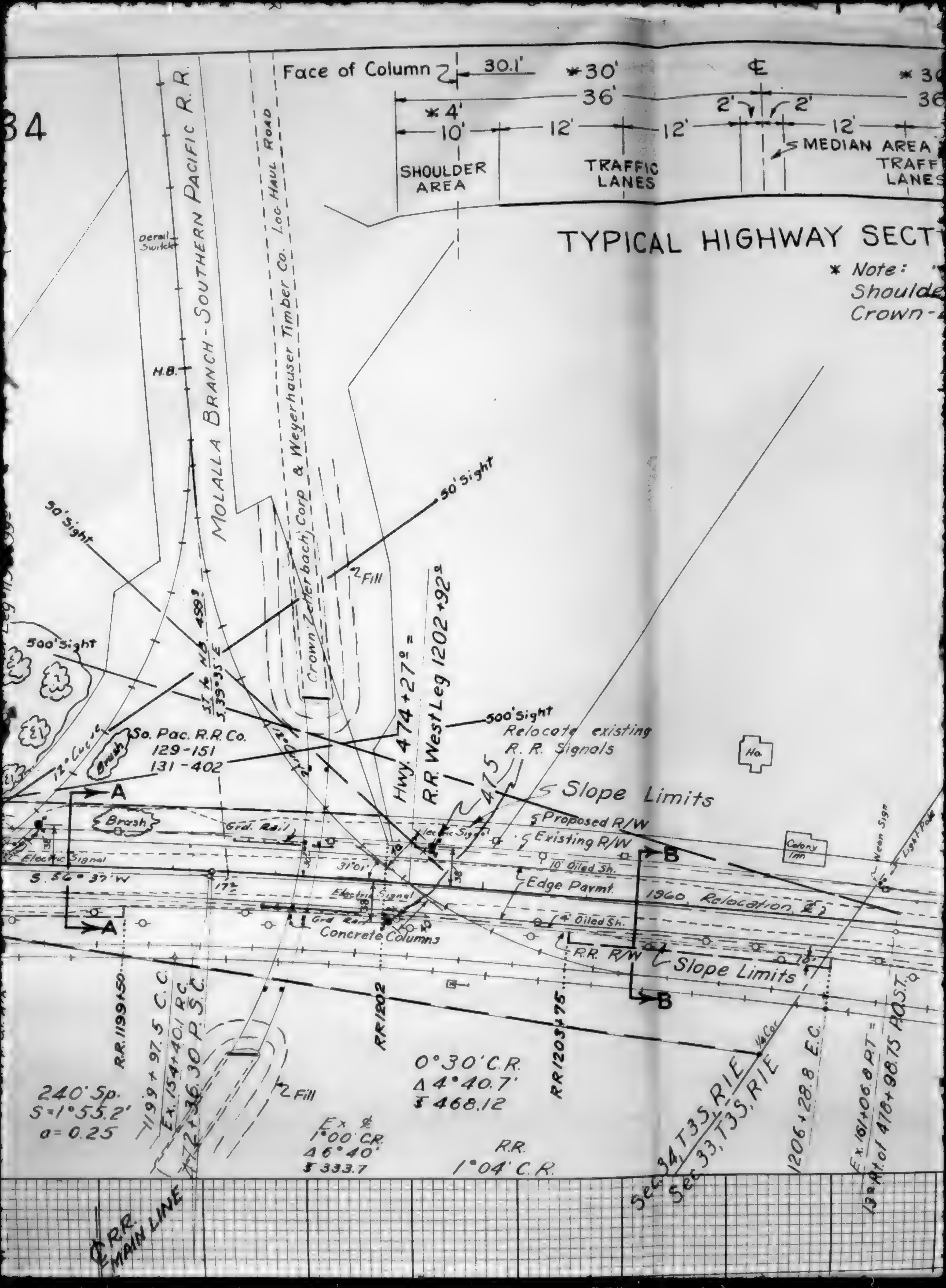
AREAS

AREAS CHECKED

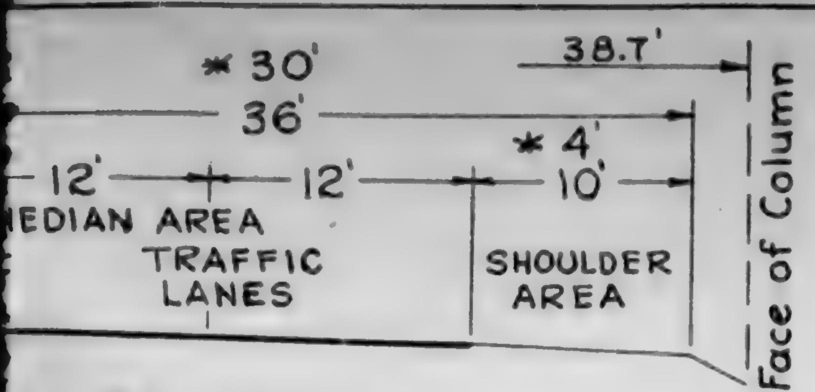
BY

DATE


T. 3 S., R. 1 E., W. M.
SEC. 34
18'
SHOULDER AREA
8'
SHOULDER AREA
N
144+64.3 P.C.
148+22.6 P.T.
465
Ho.
Ga.
orchard
470 Hwy 470+01± =
R.R. East Leg 1197+99±
30' Sight
500' Sight
12° Curve
Electric Signal
Electric Signal
38'
38'
10'
12'
14'
34'
S. 56° 37
Neon Sign
Siding
℄ Southern Pacific Main Line
Relocate existing
R.R. Signals
RR 1197+75
469+96.30 P.C.S.
RR 1198
Ex. 134+30.4 P.T. Bk.
Ex. 152+32.7 P.O.T. Ah.
1°06' C.R.
Δ 21°10.3
T 973.45
R.R.
1° C.R.
Ex ℄
1°11.8' C.R.
Δ 11°08'
T 466.7'
Compound Curve
TΔ 30°41.4'
T1 1,709.75
T2 2,107.49
240' S
S = 1°55
a = 0.2
HWY
RR R/W
PROPOSED
ENCROACHMENT

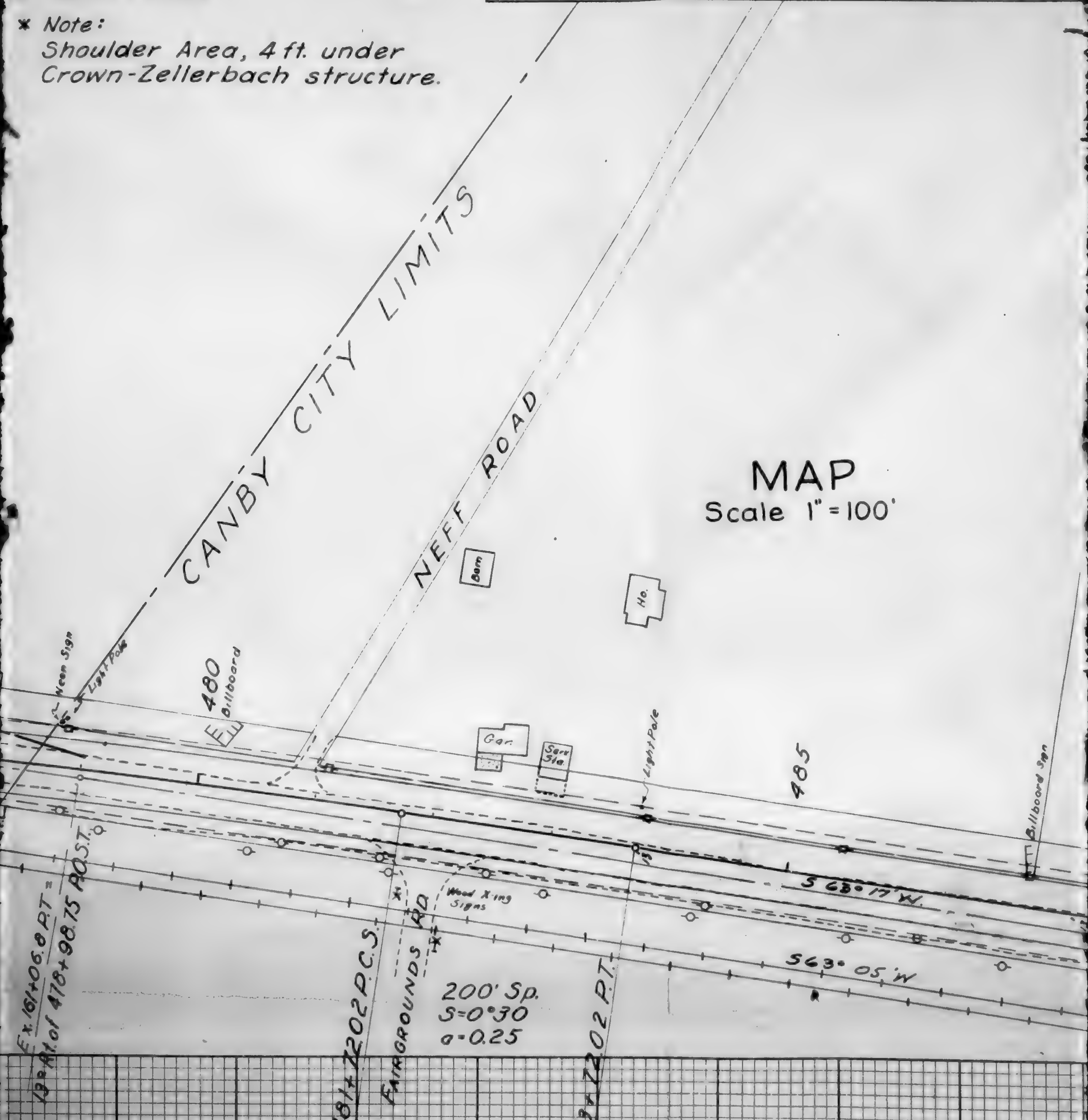
34
Face of Column
30.1'
*30'
℄
*30
36'
36
*4'
10'
12'
12'
2'
2'
12'
SHOULDER AREA
TRAFFIC LANES
MEDIAN AREA
TRAFFIC LANES
TYPICAL HIGHWAY SECT
* Note:
Shoulde
Crown-
MOLALLA BRANCH - SOUTHERN PACIFIC R.R.
Crown Zellerbach Corp. & Weyerhauser Timber Co. Log Haul Road
Derail Switch
H.B.
50' Sight
50' Sight
500' Sight
500' Sight
℄ Fill
ST. ℄ NO. 499±
S.39°35'E
So. Pac. R.R. Co.
129-151
131-402
12° Curve
Brush
Brush
Hwy. 474+27° =
R.R. West Leg 1202+92²
475
Relocate existing R. R. Signals
Slope Limits
Proposed R/W
Existing R/W
Ha.
Colony Inn
Neon Sign
Light Pole
A
A
B
B
Electric Signal
S.56°37'W
Grd. Rail
Electric Signal
31'01'
10' Oiled Sh.
Edge Pavmt.
1960 Relocation ℄
Electric Signal
Grd. Rail
Concrete Columns
4' Oiled Sh.
R.R. R/W
Slope Limits
10'
R.R. 1199+50
1199+97.5 C.C.
Ex. 154+40.1 P.C.
72+36.30 P.S.C.
RR 1202
RR 1203+75
1206+28.8 E.C.
Ex. 161+06.8 P.T. =
13° Rt. of 478+98.75 P.O.S.T.
¼ Cor.
Sec. 34, T3S, R1E
Sec. 33, T3S, R1E
℄ Fill
240' Sp.
S=1°55.2'
a=0.25
Ex ℄
1°00' C.R.
Δ6°40'
T 333.7
0°30' C.R.
Δ4°40.7'
T 468.12
R.R.
1°04' C.R.
℄ R.R. MAIN LINE

OREGON STATE HIGHWAY
P.U.C. Vicinity Map
PACIFIC HIGHWAY EAST
CROSSING of So.Pac.R.R.Co. MOLALLA BR
CLACKAMAS CO.
Scale: as noted Marc


*30'
38.7'
36'
12'
12'
*4'
10'
EDIAN AREA
TRAFFIC LANES
SHOULDER AREA
℄ Face of Column

AY SECTION

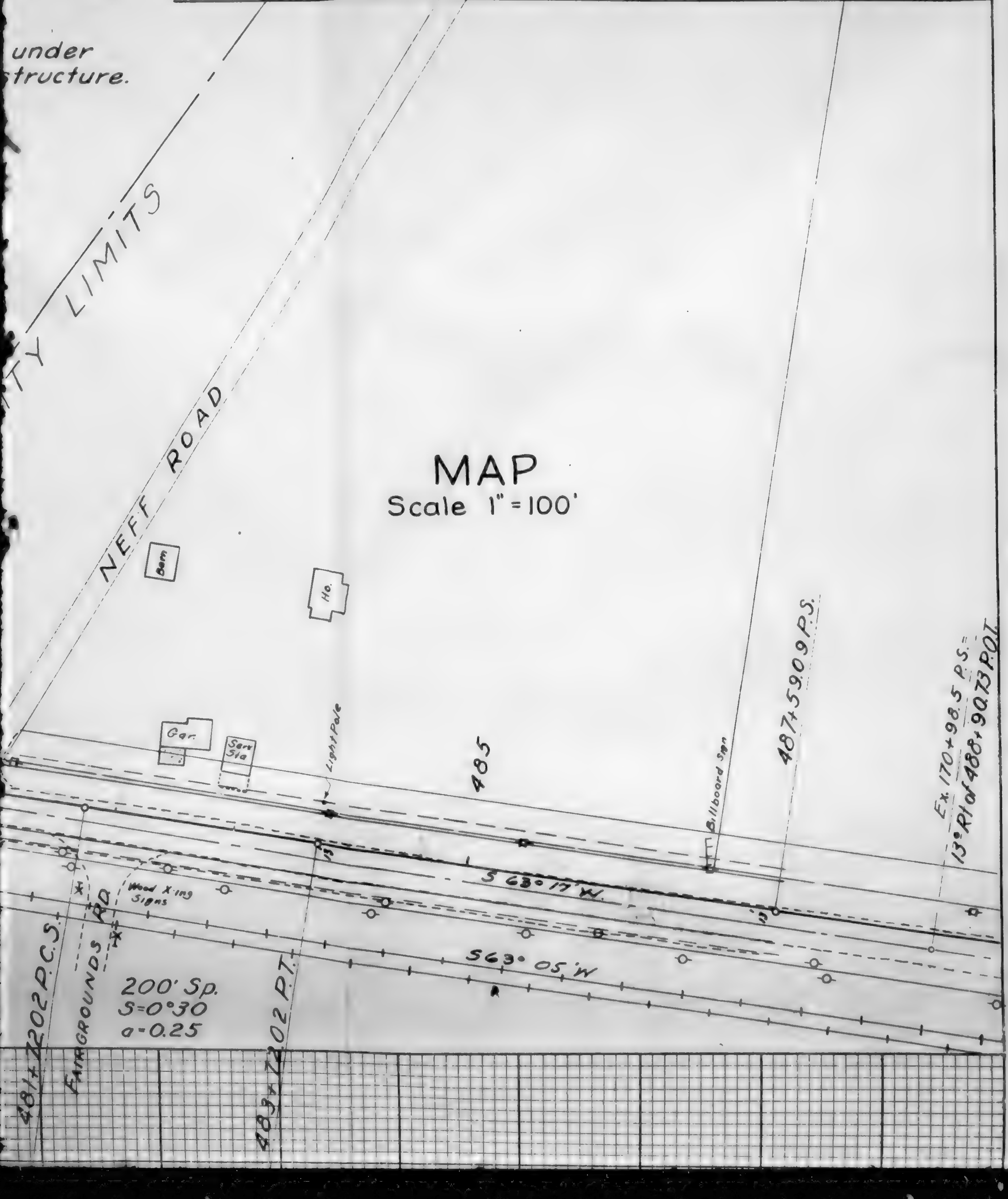
* Note:
Shoulder Area, 4 ft. under
Crown-Zellerbach structure.


CANBY CITY LIMITS
NEFF ROAD
Barn
Ho.
Neon Sign
Light Pole
480
Billboard
Gar.
Serv Sta.
Light Pole
485
Billboard Sign
S 63° 17' W.
S 63° 05' W.
Wood X-ing Signs
FAIRGROUNDS RD
Ex. 161+06.8 P.T. = 13+ Rt. of 478+98.75 P.O.S.T.
481+72.02 P.C.S.
483+72.02 P.T.
200' Sp.
S=0°30
a=0.25

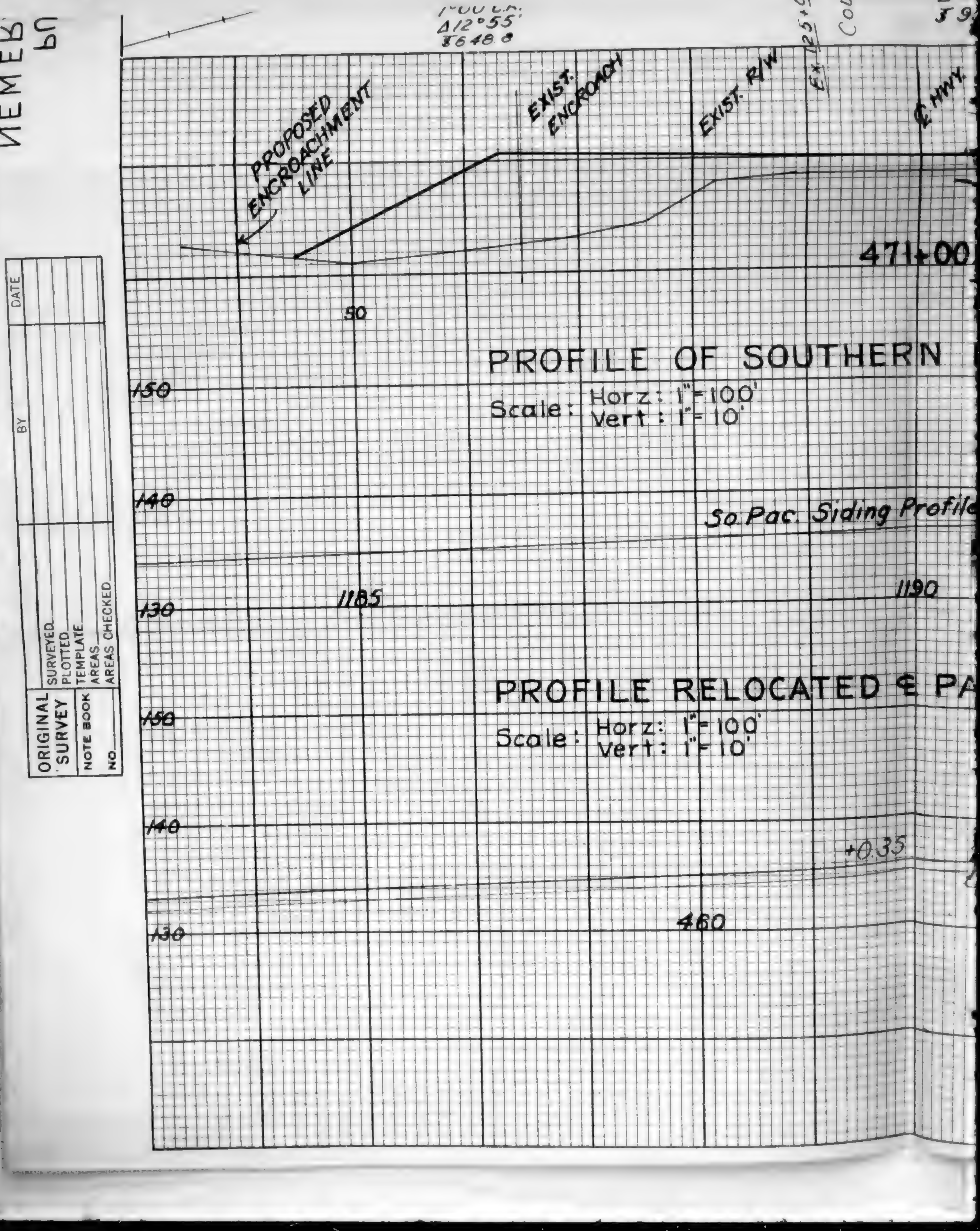
MAP
Scale 1" = 100'

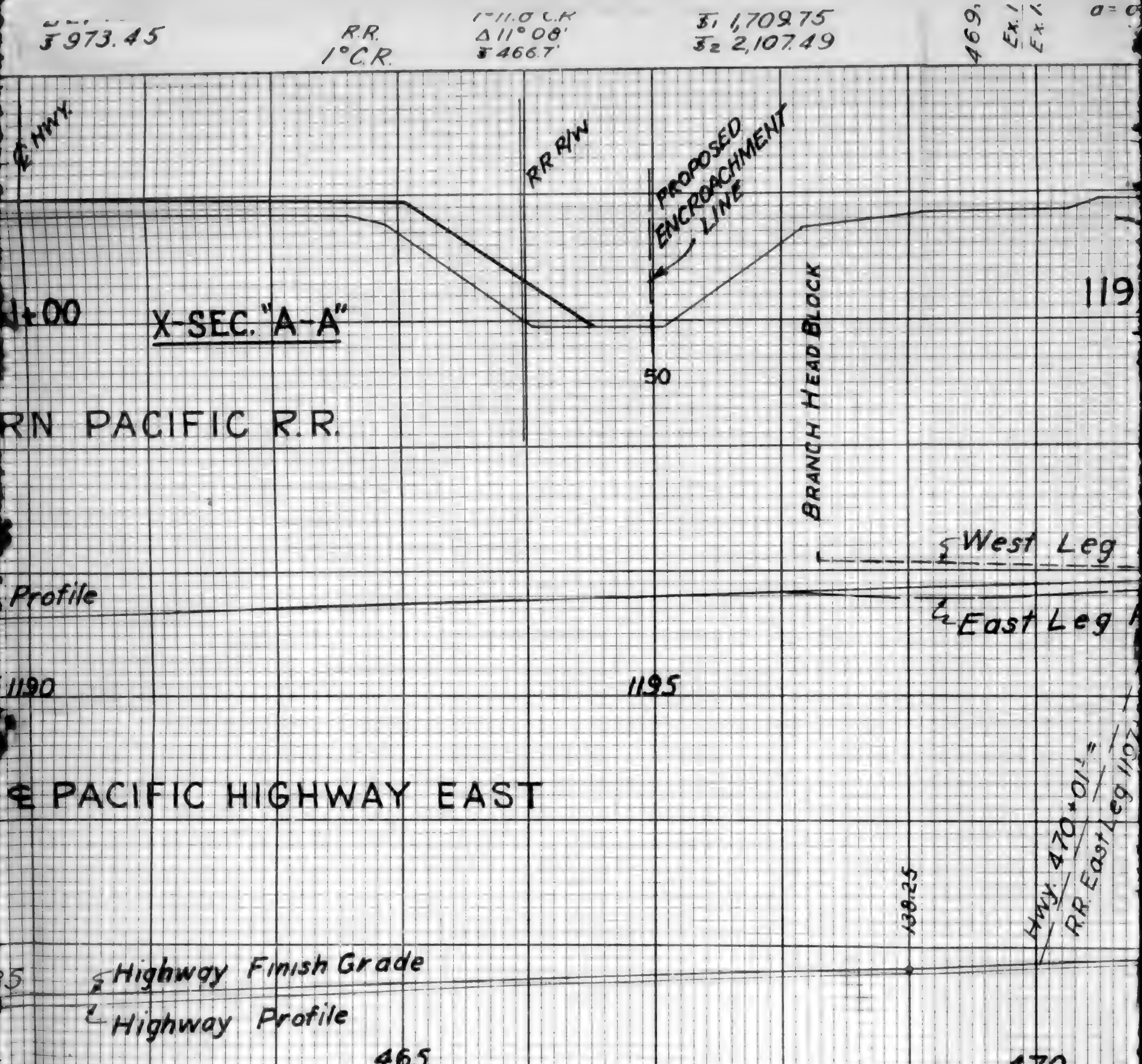
8.7'
℄ Face of Column
LDER
EA

OREGON STATE HIGHWAY DEPT.
P.U.C. Vicinity Map
PACIFIC HIGHWAY EAST
CROSSING of So.Pac.R.R.Co. MOLALLA BRANCH LINE
CLACKAMAS CO.
Scale: as noted March 1960

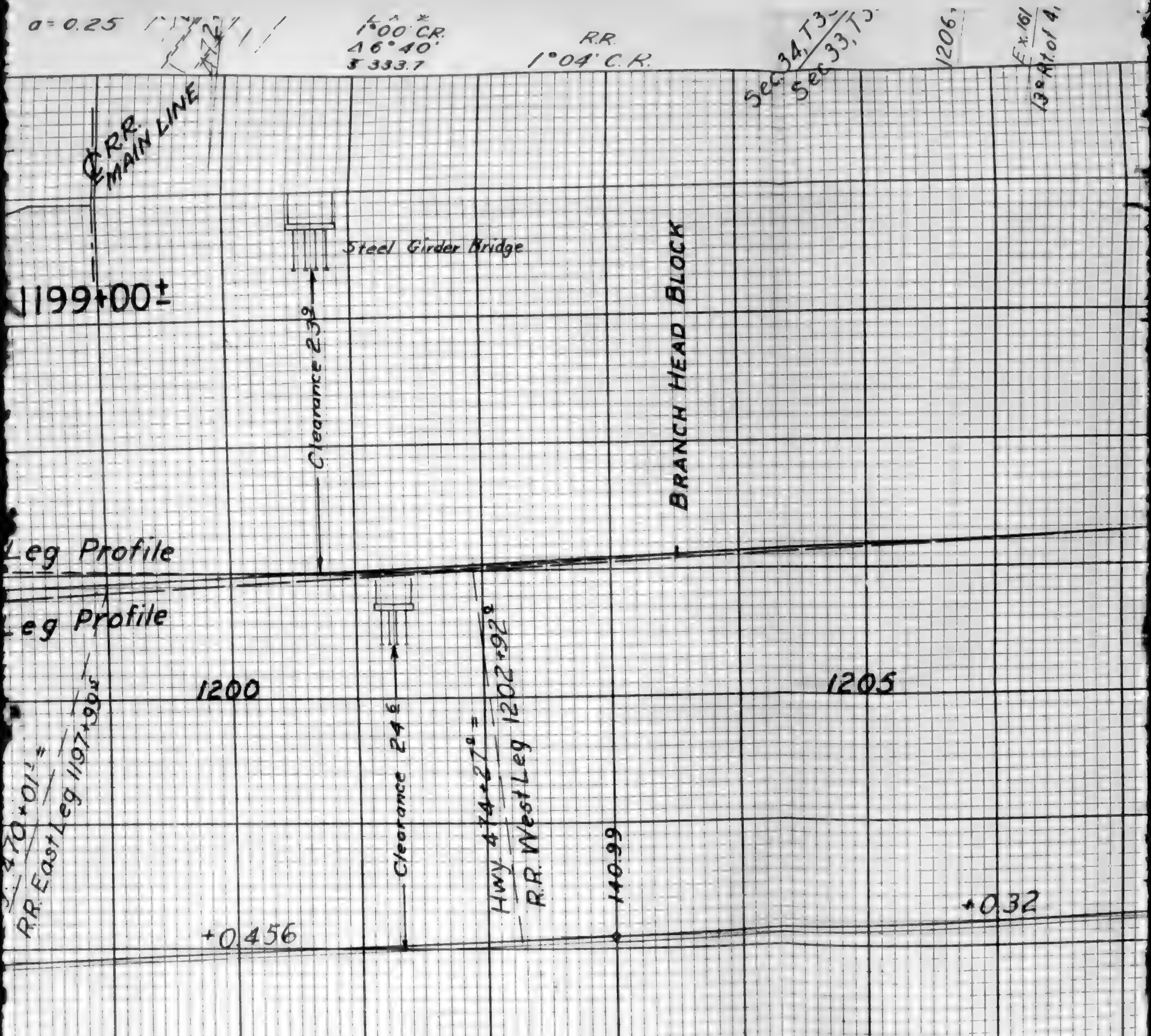

under
structure.
TY LIMITS
NEFF ROAD
Barn
Ho.
Gar.
Serv. Sta.
Light Pole
485
Billboard Sign
487+59.09 P.S.
Ex. 170+98.5 P.S.=
13° Rt of 488+90.73 P.O.T.
S 63° 17' W.
Wood X-ing Signs
S 63° 05' W
FAIRGROUNDS RD
481+72.02 P.C.S.
483+72.02 P.T.
200' Sp.
S=0°30
a-0.25

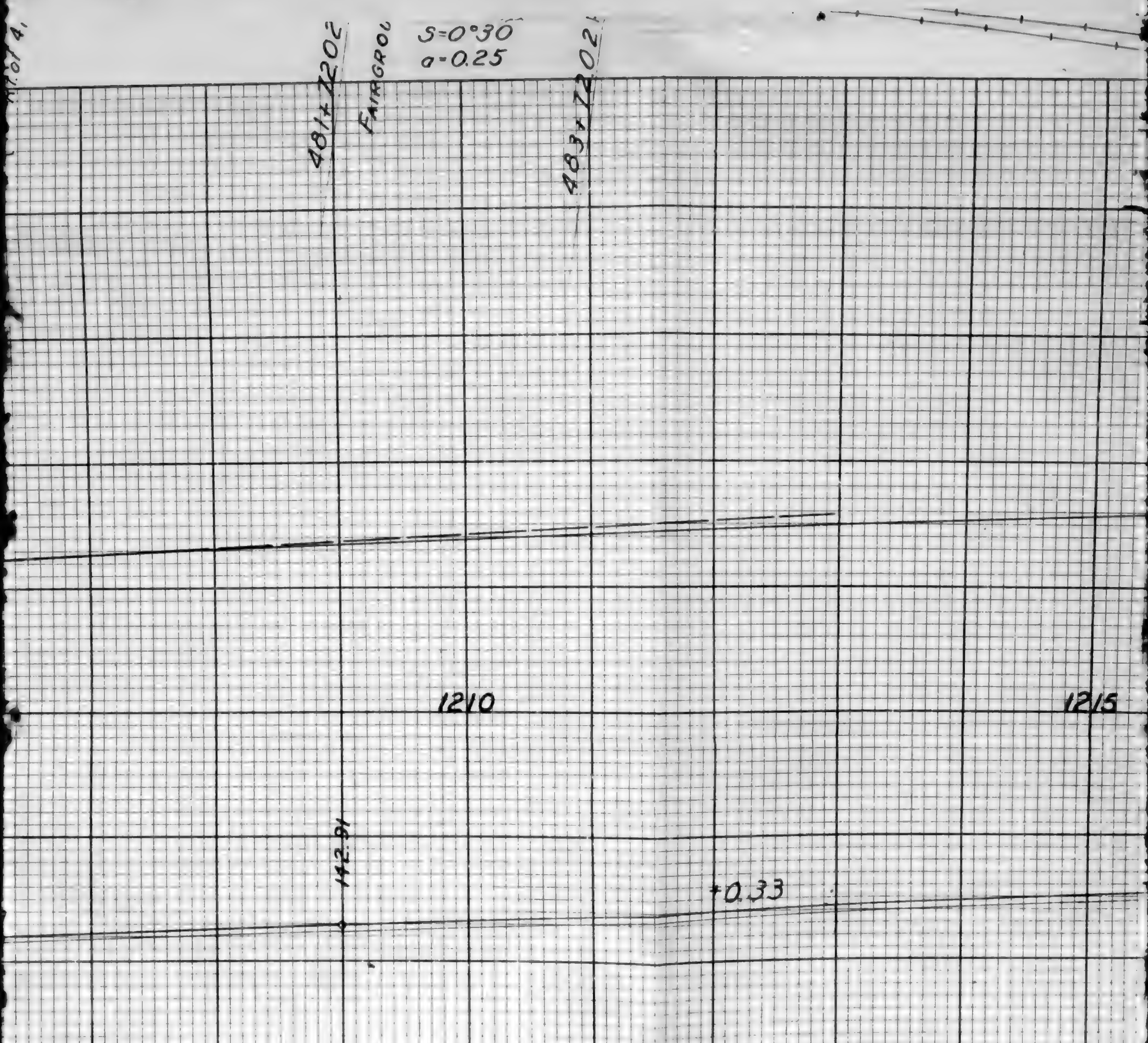
MAP
Scale 1" = 100'

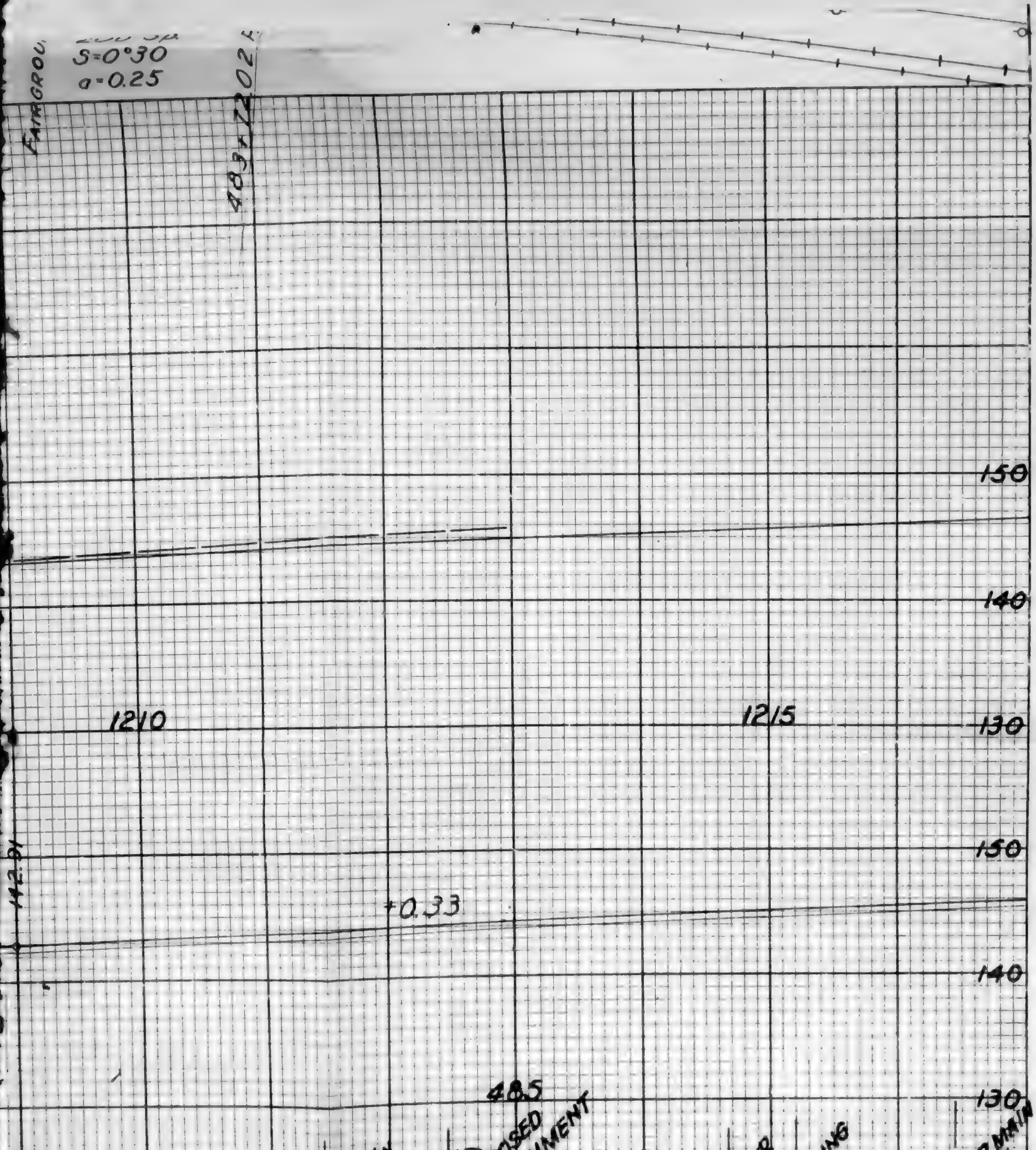

1°00 C.R.
Δ12°55'
3648.8
E× 125+0
COL
PROPOSED ENCROACHMENT LINE
EXIST. ENCROACH
EXIST. R/W
℄ HWY.
471+00
50
PROFILE OF SOUTHERN
Scale: Horz: 1"=100' Vert: 1"=10'
150
140
So. Pac. Siding Profile
1185
1190
130
PROFILE RELOCATED ℄ PA
Scale: Horz: 1"=100' Vert: 1"=10'
150
140
+0.35
460
130
ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
BY
DATE



T 973.45
R.R.
1°C.R.
Δ11°08'
T 466.7'
T1 1,709.75
T2 2,107.49
469
Ex.
Ex.
℄ HWY.
R.R. R/W
PROPOSED ENCROACHMENT LINE
+00
X-SEC. "A-A"
50
119
BRANCH HEAD BLOCK
RN PACIFIC R.R.
℄ West Leg
Profile
℄ East Leg
1190
1195
℄ PACIFIC HIGHWAY EAST
138.25
Hwy. 470+01±
R.R. East Leg 1107
Highway Finish Grade
℄ Highway Profile
465
470


a = 0.25
1°00' C.R.
Δ 6°40'
S 333.7
R.R.
1°04' C.R.
Sec. 34, T3
Sec. 33, T3
1206
Ex. 161
13° Rt. of 4
℄ R.R. MAIN LINE
Steel Girder Bridge
1199+00±
Clearance 23.9
BRANCH HEAD BLOCK
Leg Profile
Leg Profile
1200
1205
470+01±=
R.R. East Leg 1197+99±
Clearance 24.6
Hwy 474+27±=
R.R. West Leg 1202+92±
140.99
+0.456
+0.32
475
50

S=0°30'
a=0.25
481+7202
FAIRGROU
483+7202
1210
1215
142.91
+0.33
480
485
℄ HWY.
RR R/W
PROPOSED ENCROACHMENT LINE
℄ SPUR
℄ SIDIN
476+50
X-SEC. "B-B"
Br.# 6684


S=0°30
a=0.25
FAIRGROU
483+72.02
150
140
1210
1215
130
150
142.91
+0.33
140
485
130
RR R/W
PROPOSED
ENCROACHMENT
LINE
℄ SPUR
℄ SIDING
℄ RR MAIN LINE
1204+40±
X-SEC. "B-B"
so Br # 6684
Dwg # 15793

RECEIVED
MAY 1[illegible] 1960

FOR FILING

7132 (11)

5781

ss Referenced To:

[illegible]

Petitions

Clackamas

Salem, Oregon
May 13, 1960

Mr. L. I. Lindas
Chief Counsel

Cooperative Construction Agreement
New Era-Canby Section
Pacific Highway East
City of Canby

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement in addition to any required by the Legal Division.

O. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: C. G. Swenson

AGREEMENT DRAFT, [illegible] 5/12/60

THIS AGREEMENT, made and entered into this ____ day of ______, 1960, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and the CITY OF CANBY, a municipal corporation, acting by and through its city officials, hereinafter called "City";

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon, and for the promotion of the safe and expeditious flow of traffic, State and City plan and propose to construct the New Era-Canby Section of the Pacific Highway East, State Primary Highway No. 1E. Hereinafter, all acts necessary to effectively accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775 and ORS 373.030, State and City may enter into agreements for the construction, reconstruction, improvement, or repair of any throughway, road, highway, or street; and State may, with consent of City, change the grade of any street, highway, or road over which state highway traffic is routed.

3. Pursuant to such authority, State and City propose to enter into this cooperative agreement for the purpose of completing said project.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right-of-way by purchase or otherwise, let and award all contracts, and supervise the construction of said project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is one sheet of paper setting forth the general location and plans of xix said project. That portion of the project within the City is shown colored in green on the attached Exhibit "A."

2. State shall, without cost to City, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which are located on PRIVATE PROPERTY and which it will be necessary to relocate to conform to the plans for said project.

3. State shall, upon receipt of an itemized statement, reimburse City the actual cost incurred by City in relocating or causing to be relocated, including any extension thereof, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which it will be necessary to relocate or extend because of said project, whether said CITY OWNED utilities or facilities are located on PUBLIC or PRIVATE PROPERTY. State shall likewise reimburse City for the cost incurred by City for any additional conduits, lines, poles, mains, pipes, and valves that are necessary in order to extend any of the said existing city utilities or facilities to conform to the plans of said project.x

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans

attached hereto, marked Exhibit "A," including all of the provisions as set forth under THINGS TO BE DONE BY STATE.

2. City, in the first instance, upon request by State, shall relocate, or cause to be relocated and extended if necessary, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and all other such facilities of every kind and nature required to be relocated or extended to conform to the plans of said project. City will be reimbursed by State as set forth in paragraph 3 under THINGS TO BE DONE BY STATE.

3. City shall, without cost to State, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities of every kind and nature which are located within any PUBLIC STREET or WAY within the city limits and which are required to be relocated to conform to the plans of the said project. To this end, City shall exercise all its municipal powers, including its legislative power, to require the relocation of such utilities or facilities.

4. City, by execution of this agreement, does hereby give its consent as required by ORS 373.030(2) to any and all changes of grade within the city limits, if any [illegible] there be, in connection with or arising out of the project covered by this agreement.

5. City shall enact and enforce or keep in effect and enforce the necessary ordinance or resolution, as the case may be, permitting parallel parking only on both sides of Railroad Avenue (US 99E) from Maple Street to the northeasterly city limits.

6. City shall pass an ordinance or resolution, as the case may be, authorizing the mayor and recorder to enter into this agreement,

RECEIVED
APR 25 1960
FOR FILING

F-132 (c)

5746

Cross Referenced To:
[illegible]
Petitions
Clackamas

April 22, 1960

Mr. A. W. Kilborn
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

The Oregon State Highway Commission proposes to reconstruct a section of US99E from New Era to Canby to provide a four-lane facility with 10-foot shoulders. This reconstruction will, in general, follow the center line of the present road with only minor deviations. The construction will cross both legs of the Y track connecting your main line with your Molalla Branch just north of the Canby city limits. We will be making an application to the Public Utility Commissioner for an order authorizing the widening of the crossing in the near future.

The crossings at present are protected by adequate signals. These signals will have to be moved laterally to accommodate the additional highway width. Since protection for the present crossing is adequate, we propose that all costs incurred in the moving of the signals be borne by the State. We will, however, ask that the Railroad Company do the work with its own forces, with reimbursement to the Railroad Company upon proper billing.

We will ask that the Railroad Company place treated ties in the sections over which we are to surface the highway and that its ballast be in such condition that the surface can be properly maintained. The State will pay the cost of surfacing entirely across the crossing, including that area between the railroad rails, but will ask that the Railroad Company bear any costs in preparing its ballast and ties to properly receive the surfacing.

I am attaching hereto a print of a vicinity map dated March 1960, bearing our Drawing No. 15793. This map shows the details of the crossing, including profiles of both highway and railroad, and cross sections at two points. In order that the highway may be widened, we are asking that we be granted easements as shown on the map. On this map is shown an area in red which was covered by an easement granted to the Highway Department under date of March 6, 1934. Additional areas, shown in green, will be required for the reconstruction of the facility.

In previous conferences with Mr. Kendrew of your office, I had told him that our plans were such that we would not require any encroachment upon the right of way of your main line. Final study indicates that to avoid these minor encroachments would require retaining walls along the toe of our embankment. In view of the fact that the very minor encroachments upon this railroad right of way can not in any way interfere with your operations, we do not want to incur the cost of these retaining walls.

I would ask your consideration of this request and, anticipating favorable action, would ask that descriptions be prepared so that an agreement between the State and the Railroad Company can be entered into. We are quite anxious to get this project under way not later than July so that it can be completed this construction season to accommodate the heavy highway traffic that is using the route.

Very truly yours,

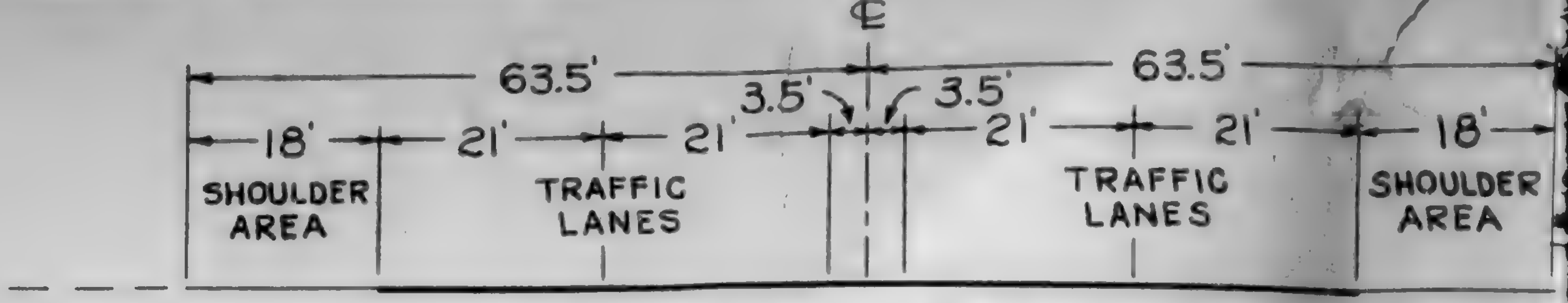
W. C. Williams
State Highway Engineer

By

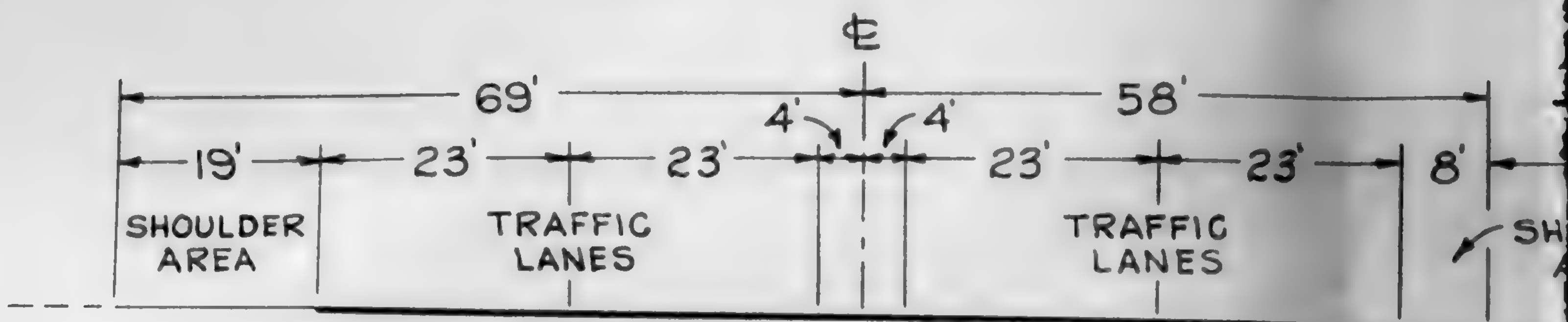
G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

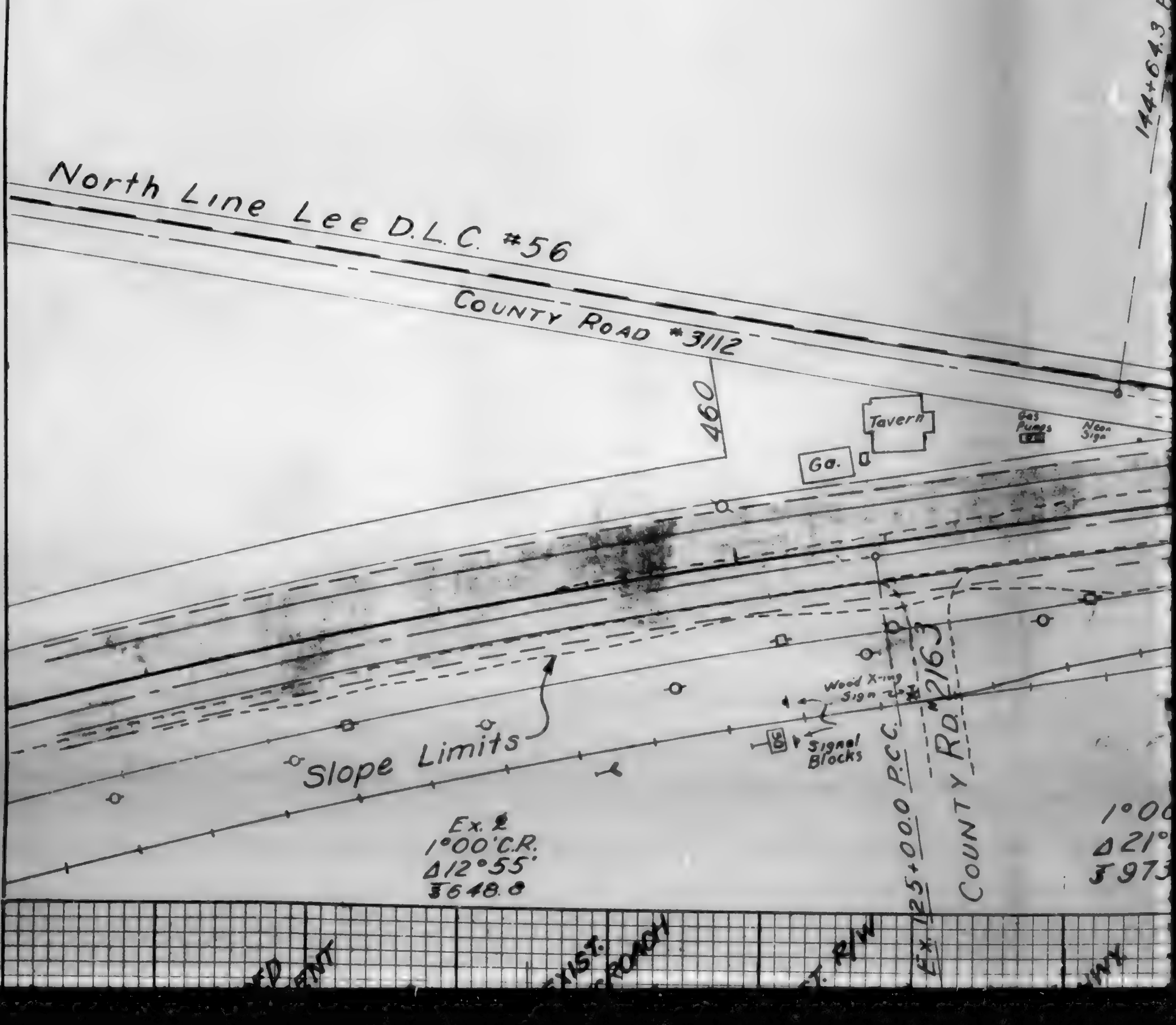
cc Mr. W. M. Jaekle
Mr. W. C. Williams
Mr. J. W. DeSouza
Mr. R. L. Porter
Mr. Walter Wright
Mr. L. H. Young


℄
63.5'
63.5'
3.5'
3.5'
18'
21'
21'
21'
21'
18'
SHOULDER AREA
TRAFFIC LANES
TRAFFIC LANES
SHOULDER AREA

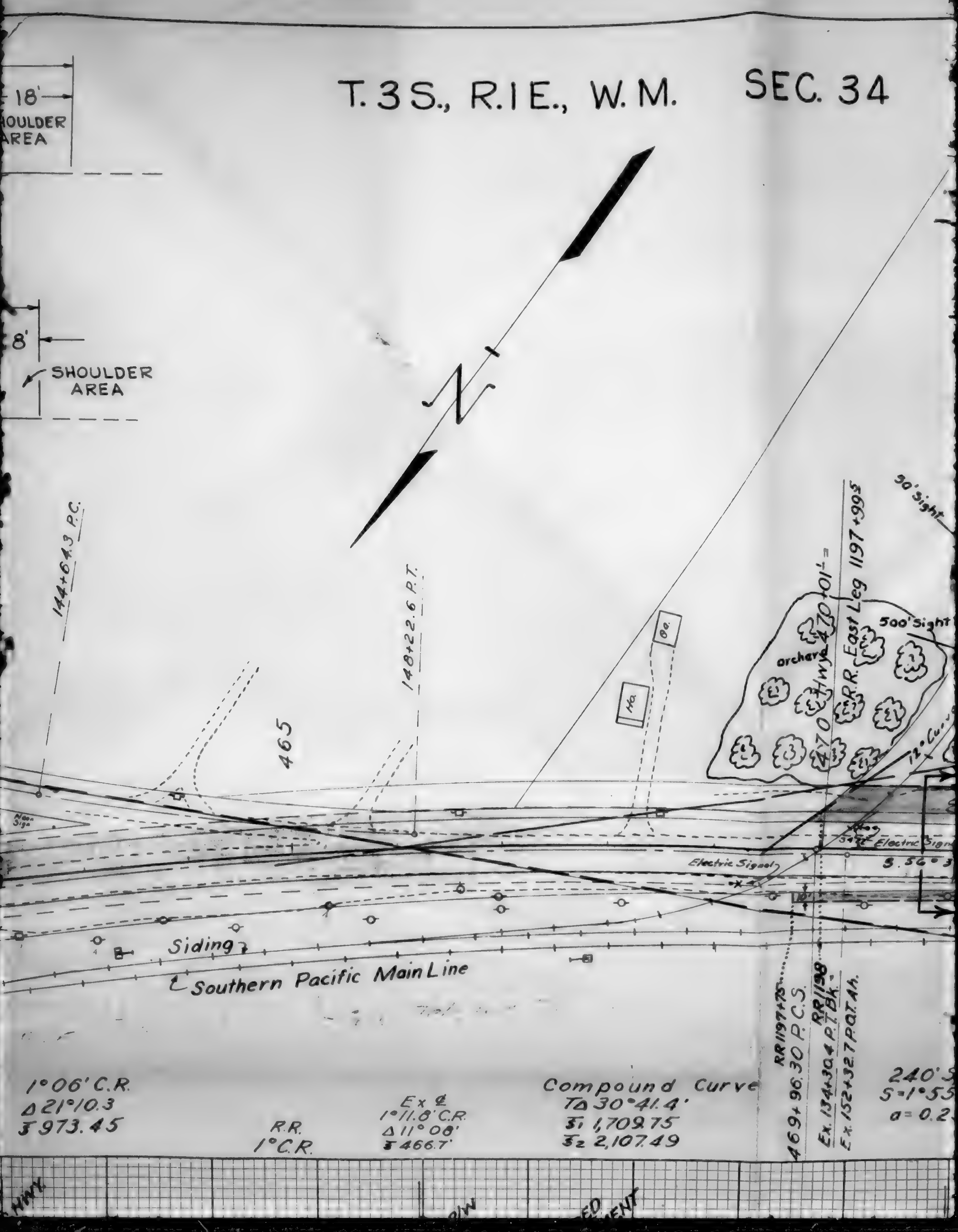
HIGHWAY SECTION ALONG R.R. ℄
HIGHWAY STA. 470+01.1

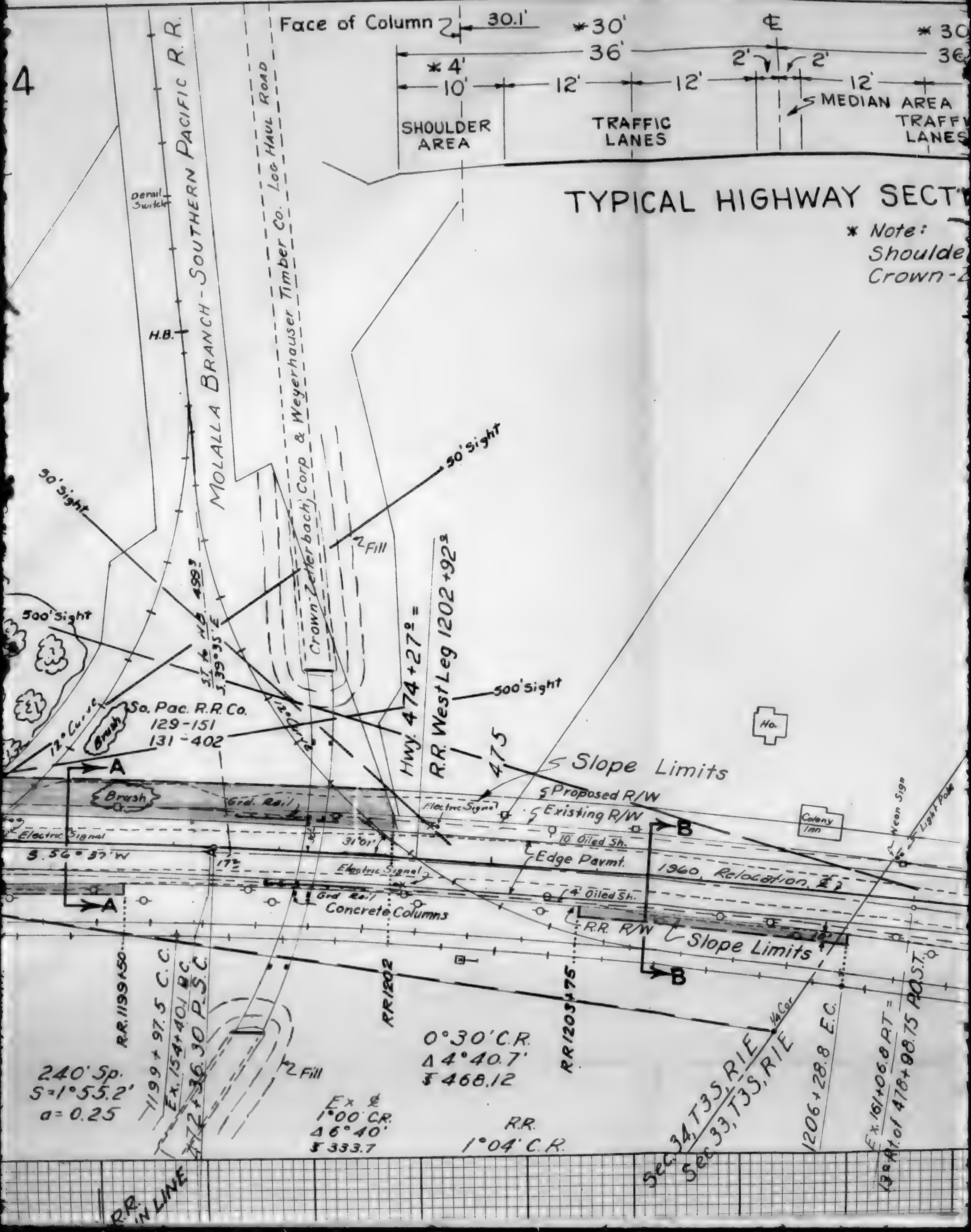

℄
69'
58'
4'
4'
19'
23'
23'
23'
23'
8'
SHOULDER AREA
TRAFFIC LANES
TRAFFIC LANES
SH

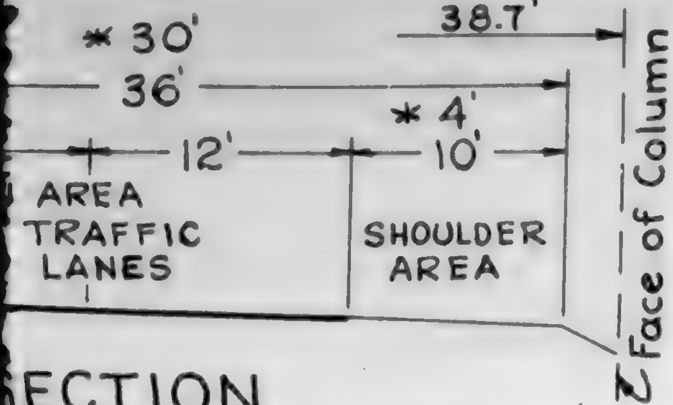
HIGHWAY SECTION ALONG R.R. ℄
HIGHWAY STA. 474+27.0


North Line Lee D.L.C. #56
County Road #3112
460
Tavern
Gas Pumps
Neon Sign
Ga.
Wood X-ing Sign
Signal Blocks
Slope Limits
Ex. 125+00.0 P.C.C.
County Rd. 2163
144+64.3 P.C.
Ex. ℄
1°00' C.R.
Δ12°55'
Ƚ 648.0
1°00
Δ21°
Ƚ 973
EXIST. ROADWAY
R/W

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		


T. 3 S., R. 1 E., W. M.
SEC. 34
18'
HOULDER
AREA
8'
SHOULDER
AREA
N
144+64.3 P.C.
148+22.6 P.T.
465
Ha.
Ga.
orchard
470 ⊄ Hwy. 470+01± = ⊄ R.R. East Leg 1197+99±
30' Sight
500' Sight
12° Curve
Electric Signal
34'± Electric Signal
S. 56° 3
Siding
⊄ Southern Pacific Main Line
RR 1197+75
469+96.30 P.C.S.
RR 1198
Ex. 134+30.4 P.T. Bk.=
Ex. 152+32.7 P.O.T. Ah.
1°06' C.R.
Δ 21°10.3
$\mathfrak{T}$ 973.45
R.R.
1° C.R.
Ex ⊄
1°11.8' C.R.
Δ 11° 08'
$\mathfrak{T}$ 466.7'
Compound Curve
T Δ 30°41.4'
$\mathfrak{T}_1$ 1,709.75
$\mathfrak{T}_2$ 2,107.49
240' S
S = 1°55
a = 0.2
HWY.
R/W
ED
MENT


4
Face of Column
30.1'
*30'
*30
℄
36'
36
*4'
2'
2'
10'
12'
12'
12'
MEDIAN AREA
SHOULDER AREA
TRAFFIC LANES
TRAFF LANES
TYPICAL HIGHWAY SECT
* Note:
Shoulde
Crown-
Molalla Branch-Southern Pacific R.R.
Crown-Zellerbach Corp & Weyerhauser Timber Co. Log Haul Road
Derail Switch
H.B.
50' Sight
50' Sight
500' Sight
500' Sight
℄ Fill
℄ Fill
S.T. & H.B. 499±
S.39°35'E
12° Curve
Brush
Brush
So. Pac. R.R. Co.
129-151
131-402
Hwy. 474+27± =
R.R. West Leg 1202+92±
475
Slope Limits
Slope Limits
Ho.
A
A
B
B
Proposed R/W
Existing R/W
Electric Signal
Electric Signal
Electric Signal
Grd. Rail
Grd. Rail
S.56°37'W
17±
31'01"
10' Oiled Sh.
4' Oiled Sh.
Edge Pavmt.
1960 Relocation ℄
Concrete Columns
R.R. R/W
Colony Inn
Neon Sign
Light Pole
16'
R.R. 1199+50
1199+97.5 C.C.
Ex. 154+40.1 P.C.
472+36.30 P.S.C.
RR 1202
RR 1203+75
Sec. 34, T3S, R1E
Sec. 33, T3S, R1E
¼ Cor.
1206+28.8 E.C.
Ex. 161+06.8 P.T. =
130' Rt. of 478+98.75 P.O.S.T.
240' Sp.
S=1°55.2'
a=0.25
0°30' C.R.
Δ 4°40.7'
ℓ 468.12
Ex ℄
1°00' C.R.
Δ 6°40'
ℓ 333.7
R.R.
1°04' C.R.
R.R. ℄ IN LINE

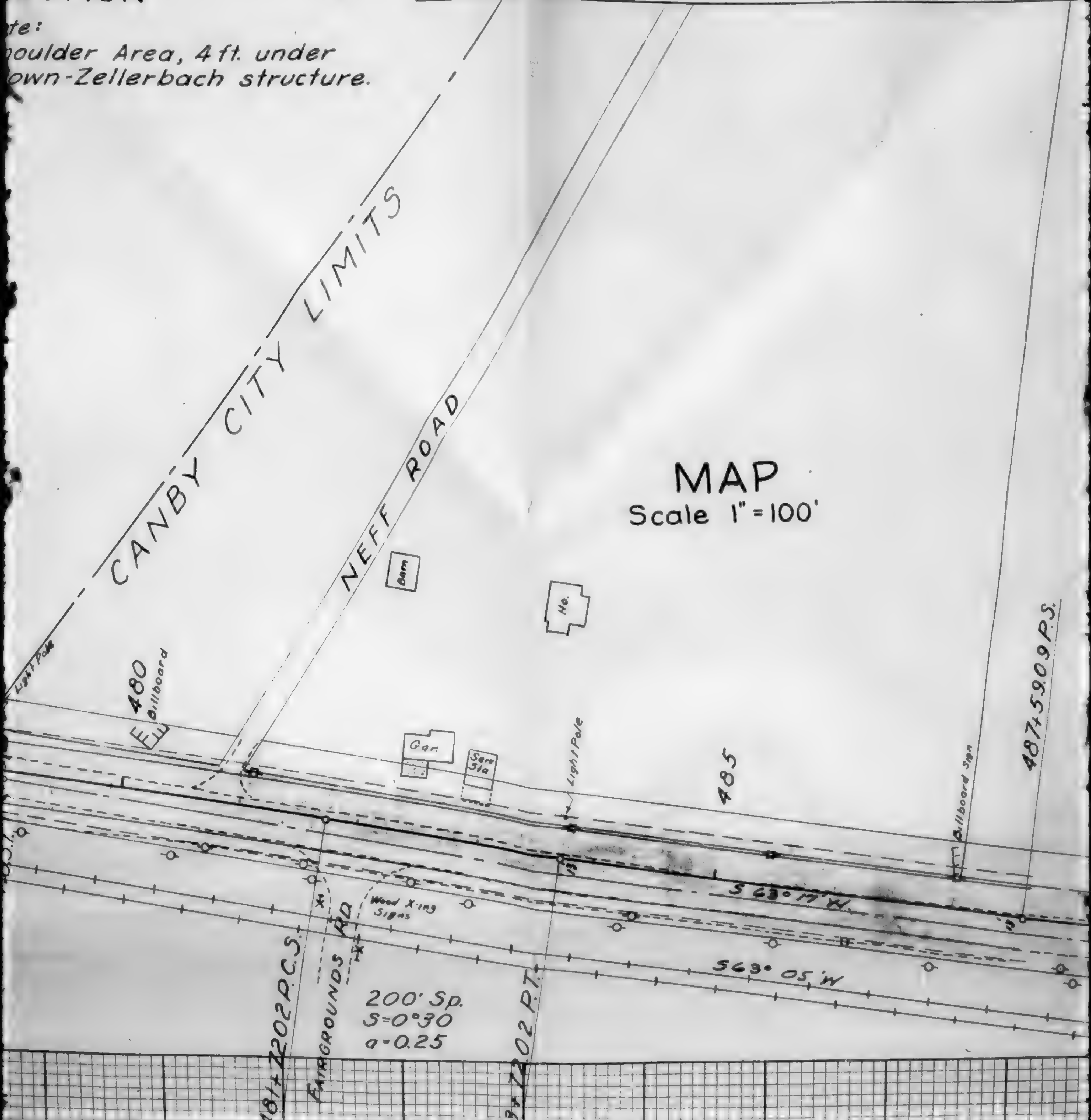


*30'
36'
38.7'
*4'
12'
10'
AREA TRAFFIC LANES
SHOULDER AREA
℄ Face of Column

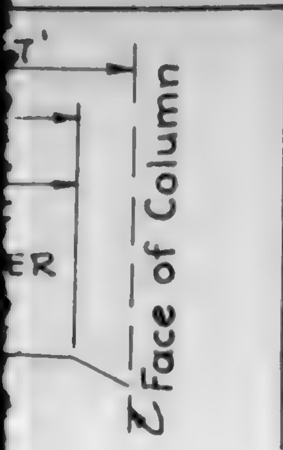
ECTION

te:
houlder Area, 4 ft. under
own-Zellerbach structure.

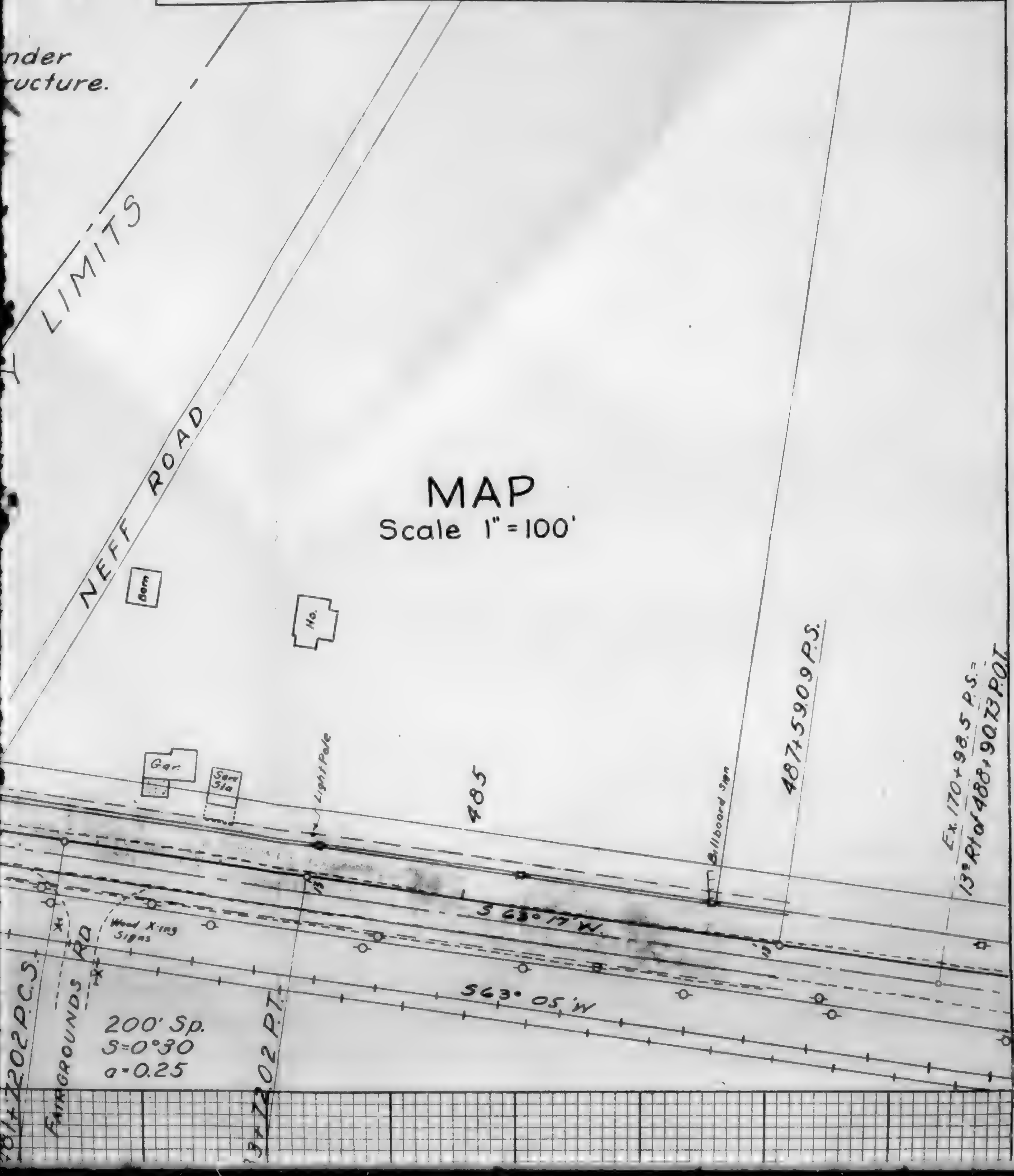
OREGON STATE HIGHWAY DEPT.
P.U.C. Vicinity Map
PACIFIC HIGHWAY EAST
CROSSING of So.Pac.R.R.Co. MOLALLA BRANCH L
CLACKAMAS CO.
Scale: as noted March 1960



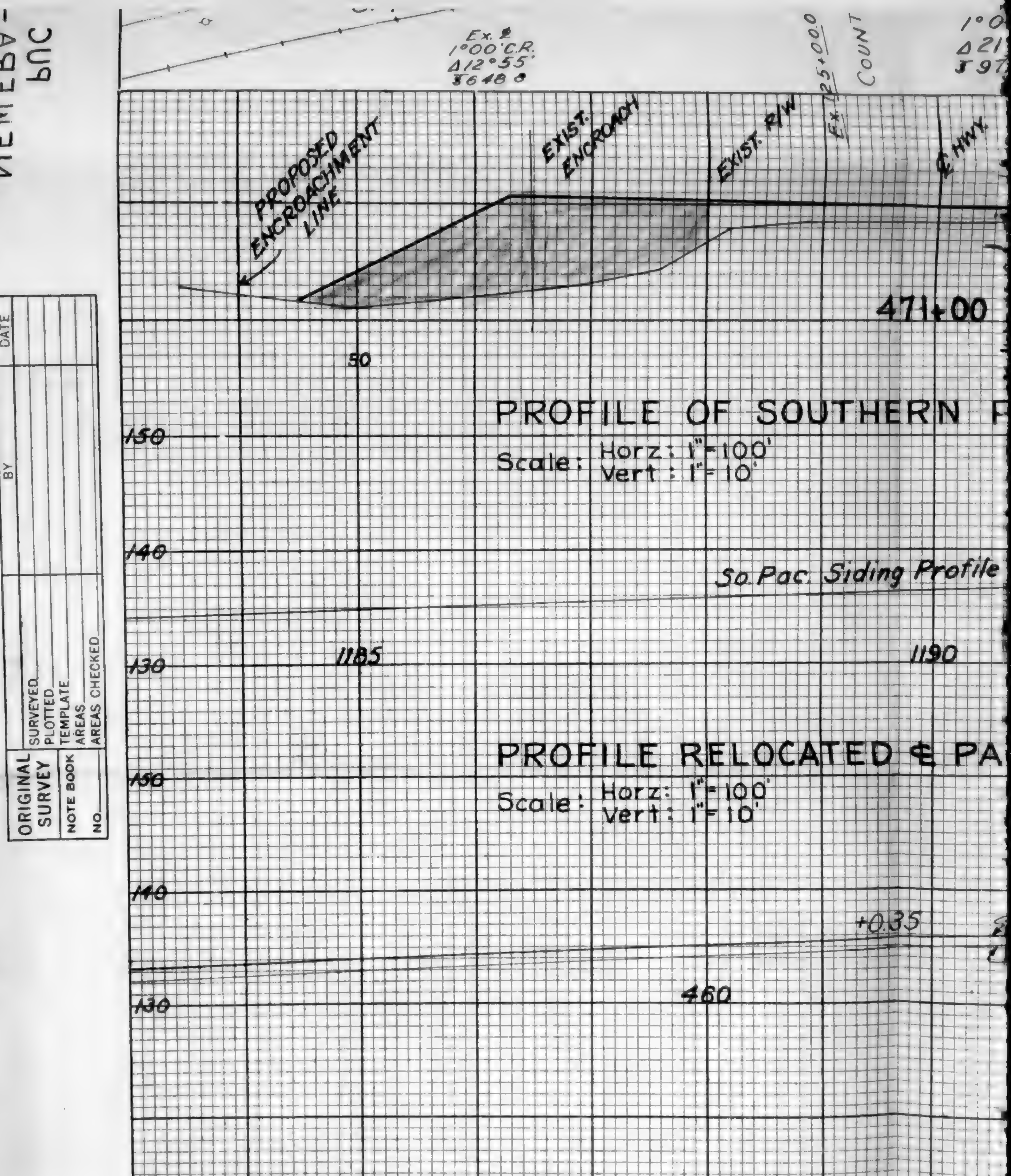
CANBY CITY LIMITS
NEFF ROAD
MAP
Scale 1" = 100'
Barn
Ho.
Light Pole
480
Billboard
Gar.
Serv. Sta.
Light Pole
485
Billboard Sign
487+59.09 P.S.
S 63° 17' W.
S 63° 05' W
Wood X-ing Signs
FAIRGROUNDS RD
481+7202 P.C.S.
3+7202 P.T.
200' Sp.
S=0°30
a=0.25

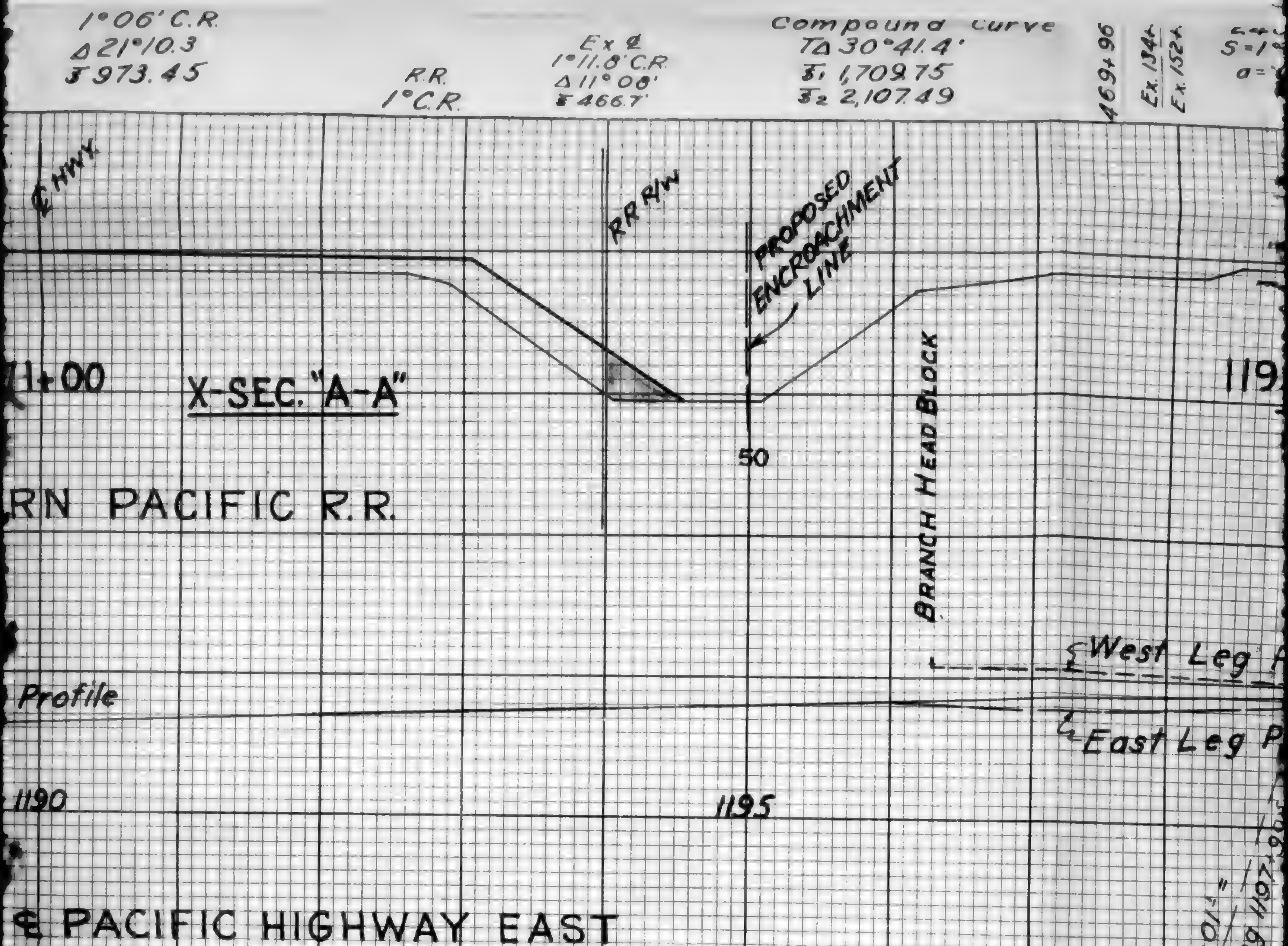

ER
℄ Face of Column

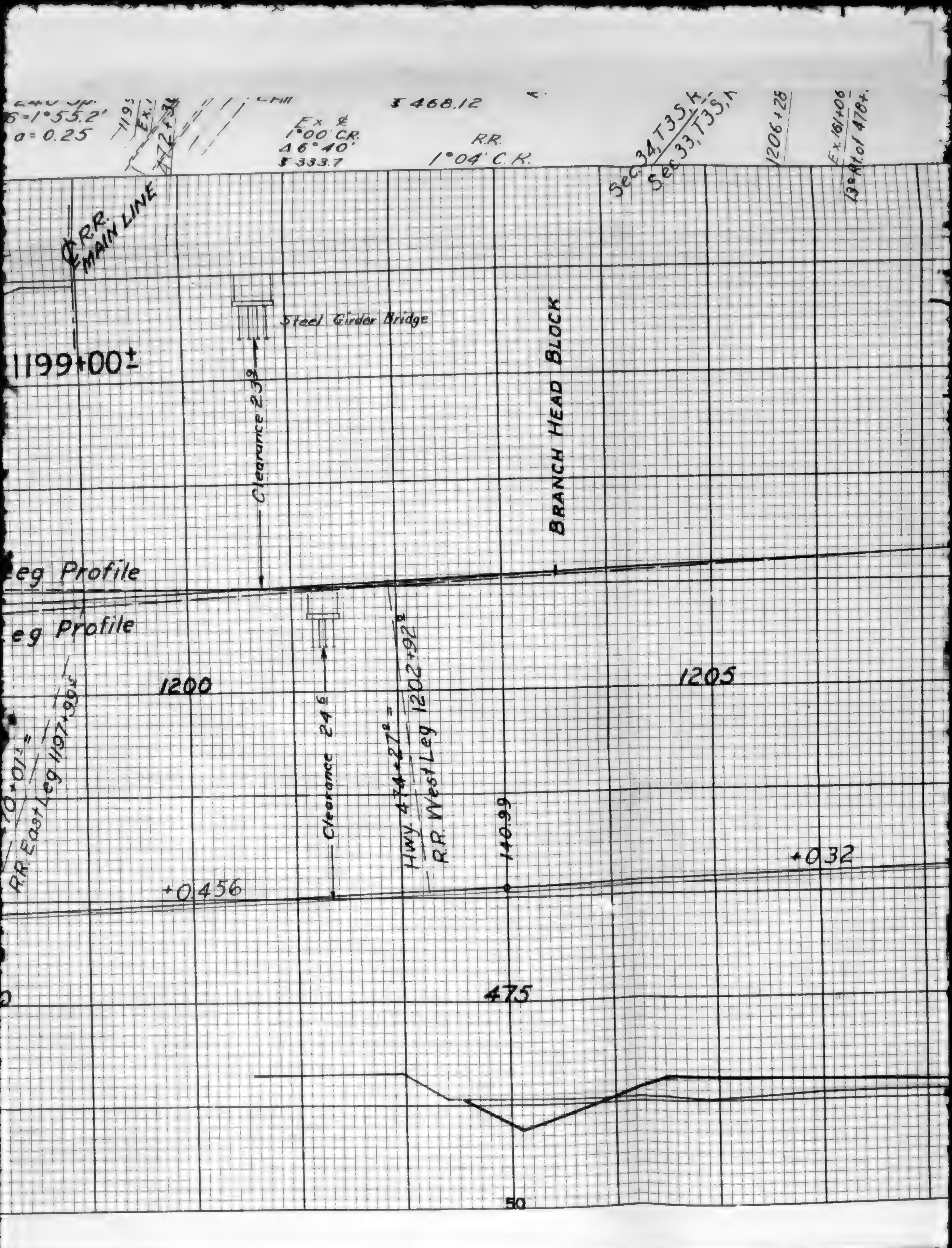
OREGON STATE HIGHWAY DEPT.
P.U.C. Vicinity Map
PACIFIC HIGHWAY EAST
CROSSING of So.Pac.R.R.Co. MOLALLA BRANCH LINE
CLACKAMAS CO.
Scale: as noted March 1960


nder
ructure.
LIMITS
NEFF ROAD
Barn
Ho.
Gar.
Serv Sta
Light Pole
485
Billboard Sign
487+59.09 P.S.
Ex. 170+98.5 P.S.=
13° Rt of 488+90.73 P.O.T.
S 63° 17' W.
S 63° 05' W
Wood X-ing Signs
FAIRGROUNDS RD
481+72.02 P.C.S.
3+72.02 P.T.
200' Sp.
S=0°30
a=0.25

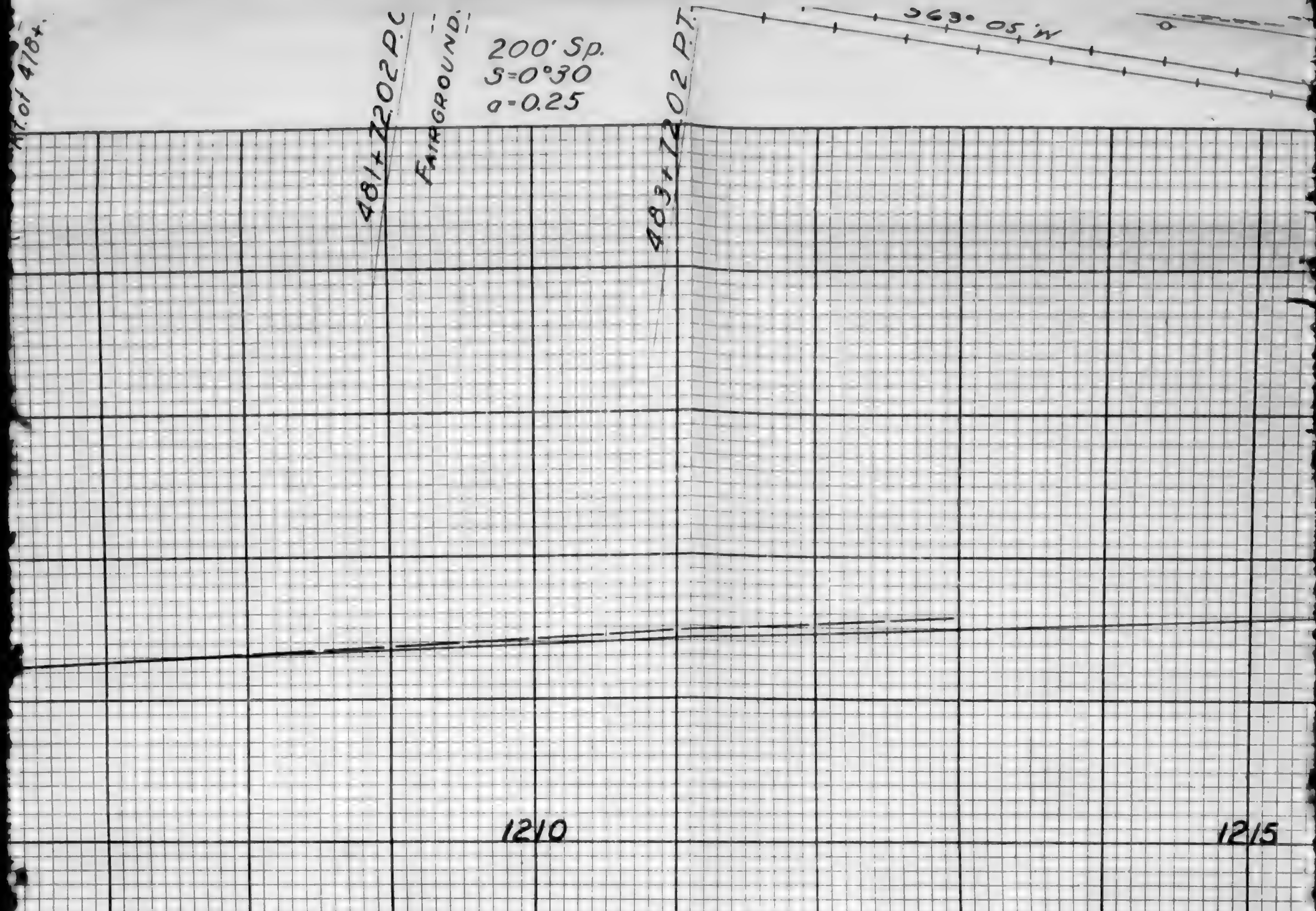
MAP
Scale 1" = 100'

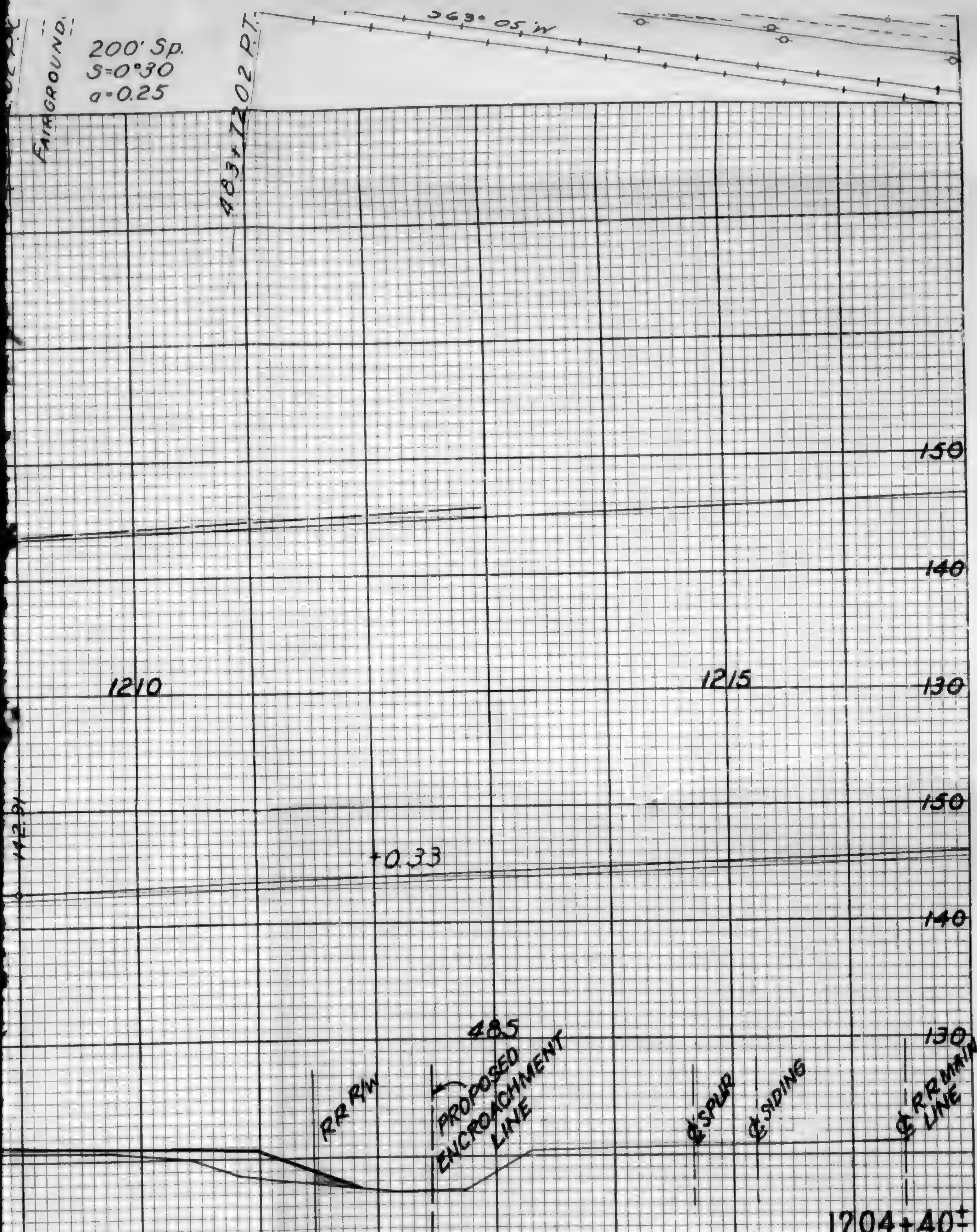

Ex. ℄
1°00' C.R.
Δ12°55'
3648.8
Ex 125+00.0
COUNT
1°0
Δ21
397
PROPOSED ENCROACHMENT LINE
EXIST. ENCROACH
EXIST. R/W
℄ HWY.
471+00
50
PROFILE OF SOUTHERN P
Scale: Horz: 1"=100'
Vert: 1"=10'
150
140
130
So. Pac. Siding Profile
1185
1190
PROFILE RELOCATED ℄ PA
Scale: Horz: 1"=100'
Vert: 1"=10'
150
140
130
+0.35
460
ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE


1°06' C.R.
Δ21°10.3
T 973.45
R.R.
1°C.R.
Ex ℄
1°11.8' C.R.
Δ11°08'
T 466.7'
Compound Curve
TΔ 30°41.4'
T1 1,709.75
T2 2,107.49
469+96
Ex. 134±
Ex. 152±
S=1°
a=
℄ HWY.
RR R/W
PROPOSED ENCROACHMENT LINE
1+00
X-SEC. "A-A"
50
119
RN PACIFIC R.R.
BRANCH HEAD BLOCK
℄ West Leg
℄ East Leg
Profile
1190
1195
℄ PACIFIC HIGHWAY EAST
138.25
Hwy. 470+01± = R.R. East Leg 1197+90
Highway Finish Grade
Highway Profile
465
470
25



δ=1°55.2'
a=0.25
Ex. ¢
1°00' CR.
Δ 6°40'
T 333.7
T 468.12
R.R.
1°04' C.R.
Sec. 34, T3S, R.
Sec. 33, T3S, R.
1206+28
Ex. 16+06
13° Rt. of 478+
¢ R.R. MAIN LINE
1199+00±
Steel Girder Bridge
Clearance 23.9
BRANCH HEAD BLOCK
Leg Profile
Leg Profile
1200
1205
RR. East Leg 1197+99±
Clearance 24.6
Hwy. 474+27±
R.R. West Leg 1202+92±
140.99
+0.456
+0.32
475
50


Ht. of 478+
481+72.02 P.C.
FAIRGROUND
200' Sp.
S=0°30
a=0.25
483+72.02 P.T.
S63° 05' W
1210
1215
142.91
+0.33
480
485
℄ HWY
RR R/W
PROPOSED ENCROACHMENT LINE
℄ SPUR
℄ SIDI
476+50
X-SEC. "B-B"
30 Br # 6684
Dw


FAIRGROUND
200' Sp.
S=0°30
a=0.25
483+72.02 P.T.
S63° 05' W
150
140
1210
1215
130
150
142.91
+0.33
140
485
130
RR R/W
PROPOSED ENCROACHMENT LINE
℄ SPUR
℄ SIDING
℄ RR MAIN LINE
1204+40±
50
Br # 6684
Dwg # 15793

X-SEC. "B-B"

RECEIVED
APR 27 1960
FOR FILING

7-132 (11

# 5781

Salem, Oregon
April 21, 1960

PUC permit north of Canby

Mr. J. W. DeSouza

The State proposes to widen US99E between New Era and Canby to provide a four-lane facility. This involves the widening of the crossing of both legs of the Southern Pacific Company "Y" connection between their main line and the Molalla Branch. I am attaching hereto prints of the vicinity map showing these crossings.

The northerly crossing bears PUC designation CJ 747.8. The common center line of our divided highway and the center line of the Railroad Company's tracks is at Highway Station 470+01.1 and Railroad Station 1197+99.5. The grade of the highway at this point is ascending on an 0.456 percent grade toward the south. The railroad grade is on approximately an 0.5 percent ascending grade toward the east. The sight distances from the highway are as follows:

Sight Distance, East Leg Crossing

From Highway

Point	**Sight Distance**
50 feet, south	500 feet
500 feet, south	300 feet
50 feet, north	300 feet
500 feet, north	120 feet

The highway traffic at this point is 6,250 ADT. The railroad traffic is three train movements across the crossing each day. The angle of intersection is 34° 22'.

The crossing of the west leg of the railroad tracks is at Highway Station 474+27.0 and Railroad Station 1202+92.0. The angle of intersection is 31° 1'. The highway traffic is 6,258 ADT and the railroad traffic is three train movements per day. The crossing bears PUC Designation CJ 747.6 C. The sight distances at the crossing are as follows:

Sight Distance, West Leg Crossing

From Highway

Point	Sight Distance
50 feet south	300 feet
500 feet south	220 feet
50 feet north	350 feet
500 feet north	380 feet

Both of these crossings are in the southeast quarter of the northwest quarter (SE¼NW¼) of Section 34, Township 3 South, Range 1 East, Willamette Meridian.

The present crossings are now signalized with standard flashing light signals. There are two signals at each of the crossings - one facing northbound traffic and one facing southbound traffic. It will be necessary to move these signals to new locations to accommodate the four-lane development.

Since the present crossings are adequately signalized, we do not propose that any of the costs of moving the signals be assessed against the Railroad Company. We propose that the Railroad Company be reimbursed for these costs under appropriate accounting memoranda of the Bureau of Public Roads. The Railroad Company should, however, install treated ties over which the State's contractor will place pavement.

G. S. Paxson

Attach.
GSP:gm
cc Mr. W. C. Williams

RECEIVED
APR [illegible] 1960
FOR FILING
7-132 (11)
5986

4-21-60
4 I-3

April 15, 1960

Throughway
Limited Ac. C.

Oregon State Highway Commission

Gentlemen:

Our survey has been completed on the New Era-Canby Section of the Pacific Highway East. This is for an extension of our present four-laning from New Era south.

I am attaching a map for your information. A public hearing has been held in the city of Canby, the transcript of which has been furnished you. No objections were raised at the hearing re the route other than some discussion of individual right-of-way matters which have little bearing on the matter.

In order that we may proceed with this improvement, I request your approval of the survey and authority to acquire the necessary rights of way. The project is 2.95 miles in length.

The matter will be on the agenda for your consideration at the April 21-22 meeting.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

Encl.

cc Mr. Tom Edwards
Mr. Walter T. Wright

Denny Road FT 212

DJB:jk fn

FORM E-30 80M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1960

SUBJECT: Survey Approval Map
New Era-Canby Section
Pacific East

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

Attached are 13 copies of the above named survey approval map along with the suggested letter to the Commission. A public hearing has been held. This is presently scheduled for the August 23 letting.

Tom Edwards
Construction Engineer

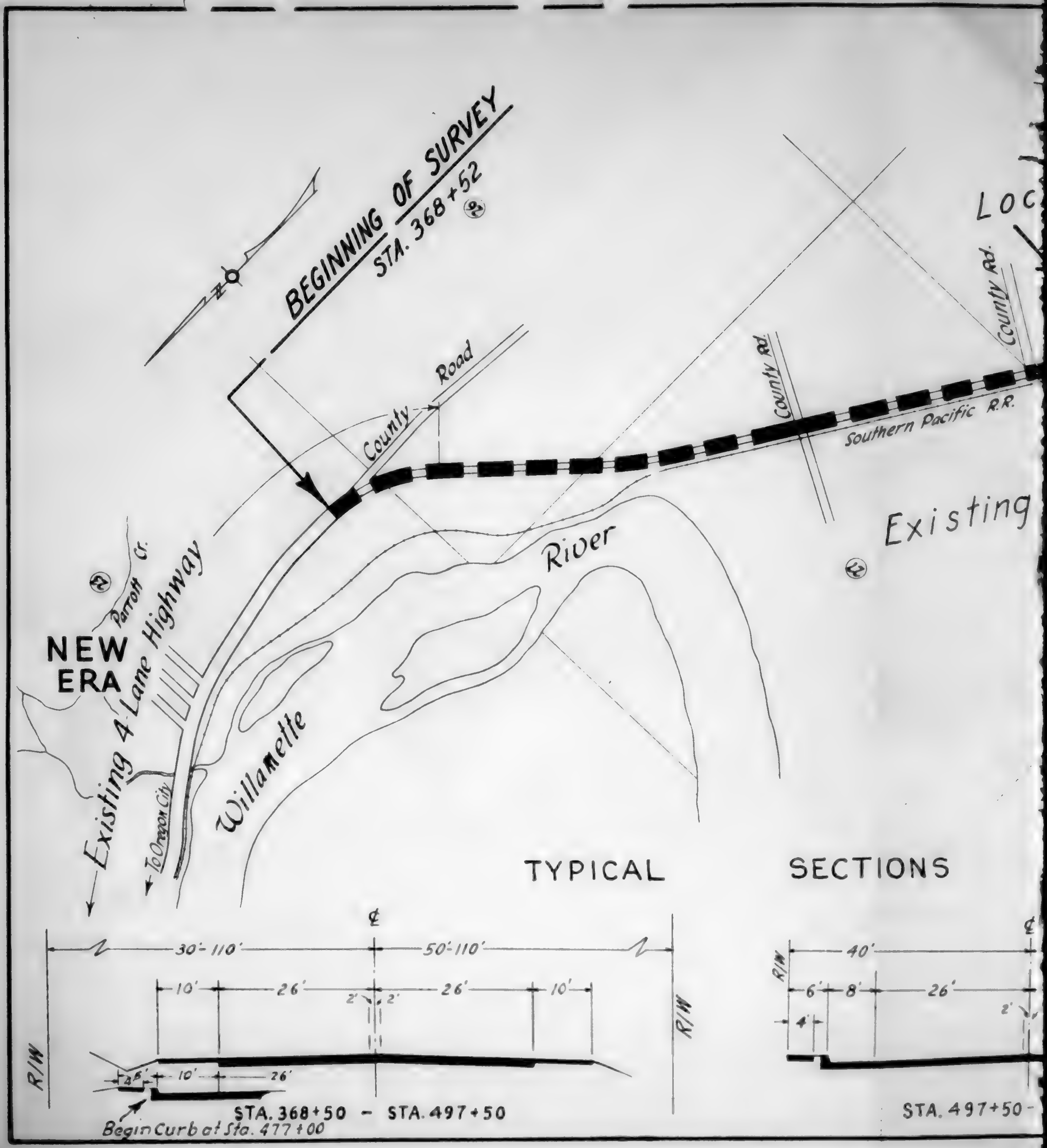
By
D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

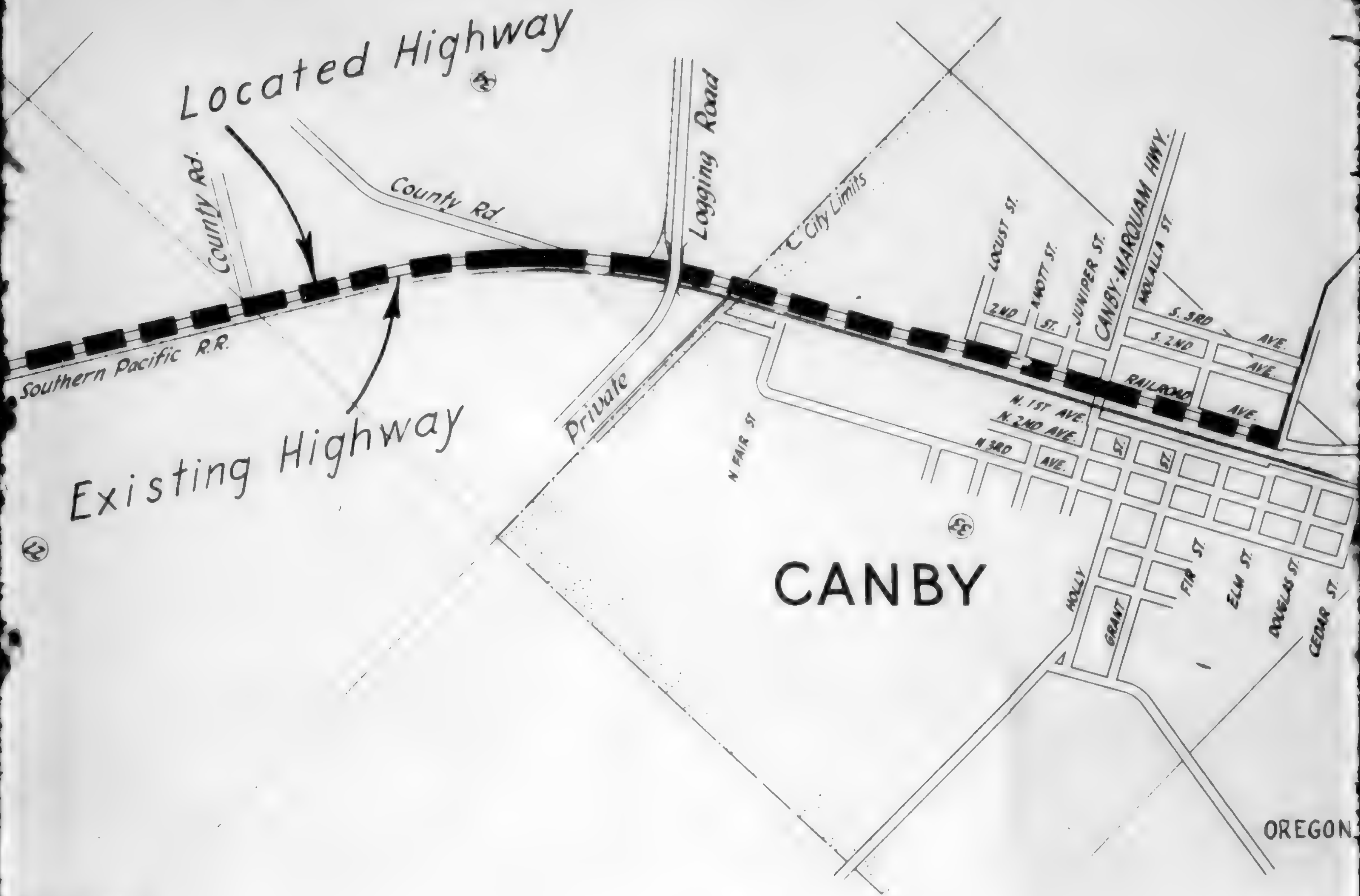
BJU
After hearing letter has been sent to comm

DJB:jk

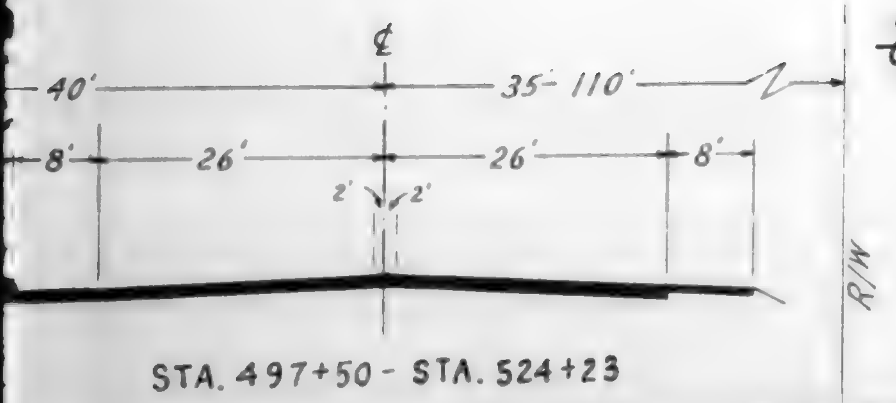
Attachment.


BEGINNING OF SURVEY
STA. 368+52
N
Loc
County Road
County Rd.
County Rd.
Southern Pacific R.R.
Existing
River
Parrott Cr.
NEW ERA
Existing 4-Lane Highway
To Oregon City
Willamette
TYPICAL SECTIONS
℄
30'-110'
50'-110'
10'
26'
2'
2'
26'
10'
R/W
R/W
4'
6'
10'
26'
STA. 368+50 - STA. 497+50
Begin Curb at Sta. 477+00
℄
R/W
40'
6'
8'
26'
4'
2'
STA. 497+50 -

2. [illegible]


Located Highway
Existing Highway
Southern Pacific R.R.
County Rd.
County Rd.
Logging Road
Private
City Limits
LOCUST ST.
KNOTT ST.
JUNIPER ST.
CANBY-MARQUAM HWY.
MOLALLA ST.
2ND
ST.
S. 3RD AVE.
S. 2ND AVE.
RAILROAD AVE.
N. 1ST AVE.
N. 2ND AVE.
N. 3RD AVE.
N. FAIR ST.
ST.
ST.
CANBY
HOLLY
GRANT
FIR ST.
ELM ST.
DOUGLAS ST.
CEDAR ST.
OREGON
33
32
12

CTIONS


℄
40'
35-110'
8'
26'
26'
8'
2'
2'
R/W

STA. 497+50 - STA. 524+23

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

April 15, 1960

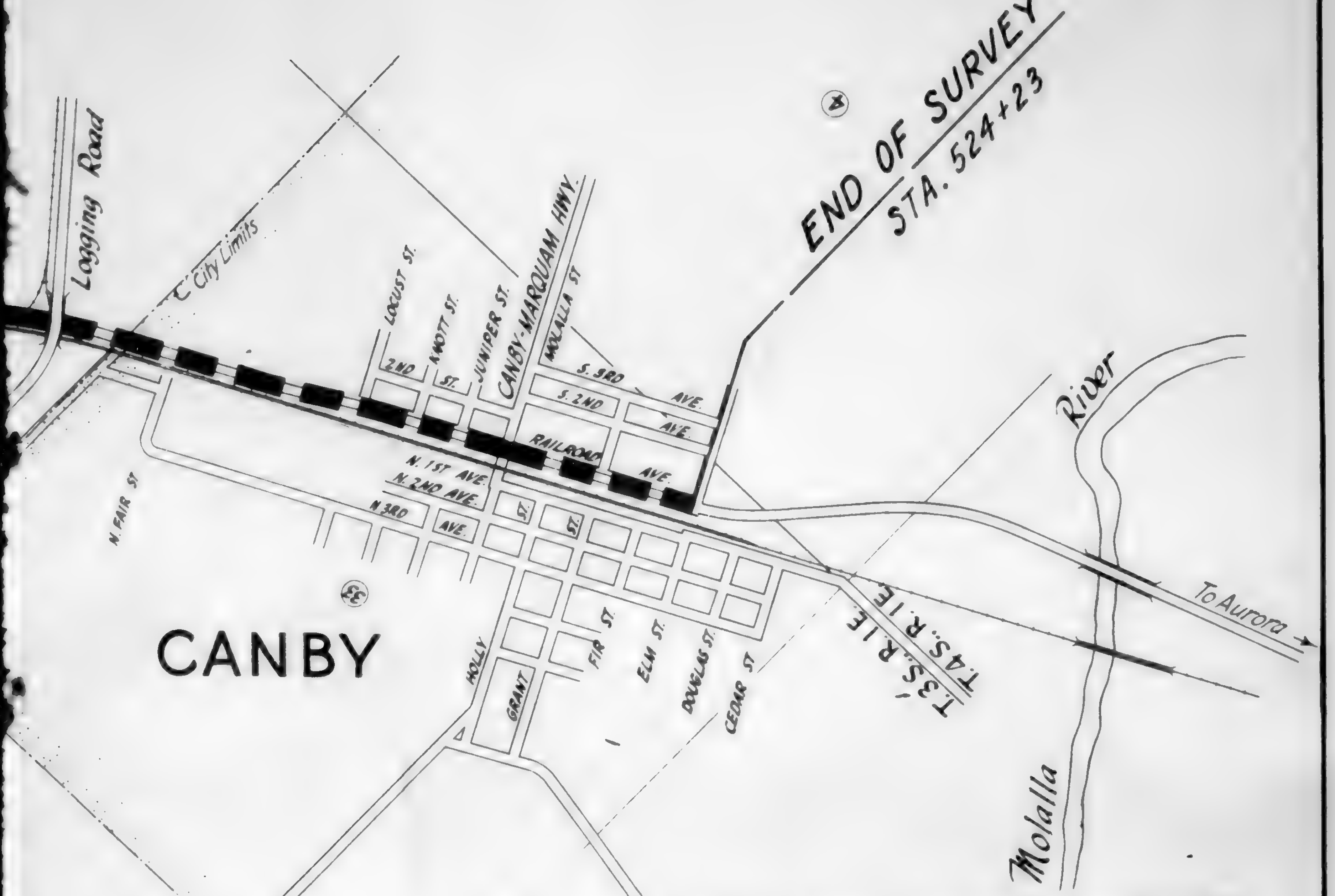
DATE

NEW B

PA

Scal

For details see Dra


END OF SURVEY
STA. 524+23
4
Logging Road
℄ City Limits
LOCUST ST.
KNOTT ST.
JUNIPER ST.
CANBY-MARQUAM HWY.
MOLALLA ST.
2ND
ST.
S. 3RD
S. 2ND
AVE.
AVE.
RAILROAD
AVE.
N. 1ST AVE.
N. 2ND AVE.
N. 3RD
AVE.
ST.
ST.
N. FAIR ST
33
CANBY
HOLLY
GRANT
FIR ST.
ELM ST.
DOUGLAS ST.
CEDAR ST.
T.3S. R.1E.
T.4S. R.1E.
River
Molalla
To Aurora

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

NEW ERA - CANBY SECTION

PACIFIC HIGHWAY EAST

CLACKAMAS COUNTY

Scale: 1" = 1200 Mar., 1960

DRG. No. 1R-3-1266

For details see Drg. No. 4B-9-5 Feb., '32, 1B-25-22 Apr. '33, 2B-23-23 Aug. '33

APPROVED

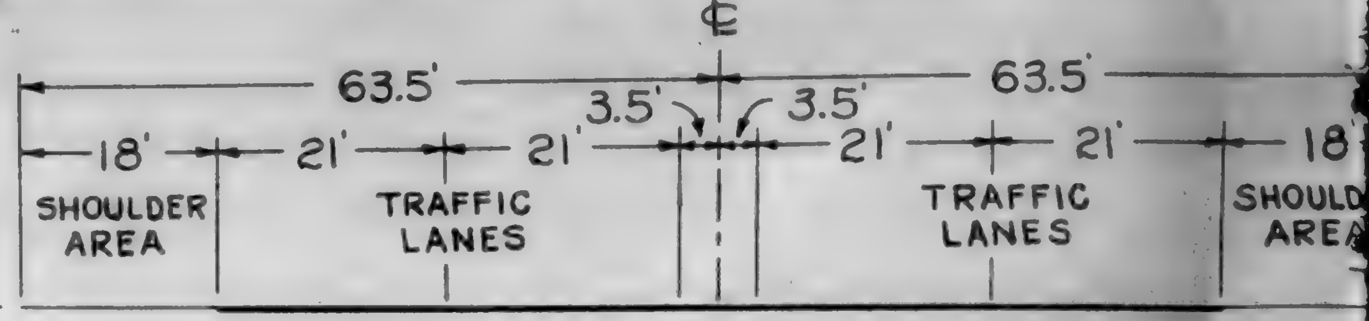
PUTY STATE HIGHWAY ENGINEER

April 15, 1960
DATE

RECEIVED
APR 2[illegible] 1960
FOR FILING

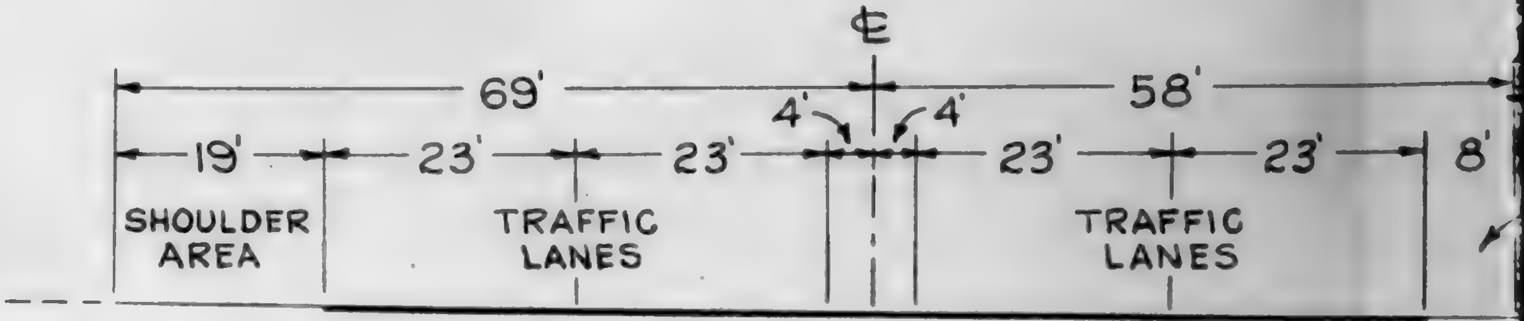
Const
RW
Pac Hwy E.

Canby Hiway



℄
63.5'
63.5'
3.5'
3.5'
18'
21'
21'
21'
21'
18'
SHOULDER AREA
TRAFFIC LANES
TRAFFIC LANES
SHOULD AREA

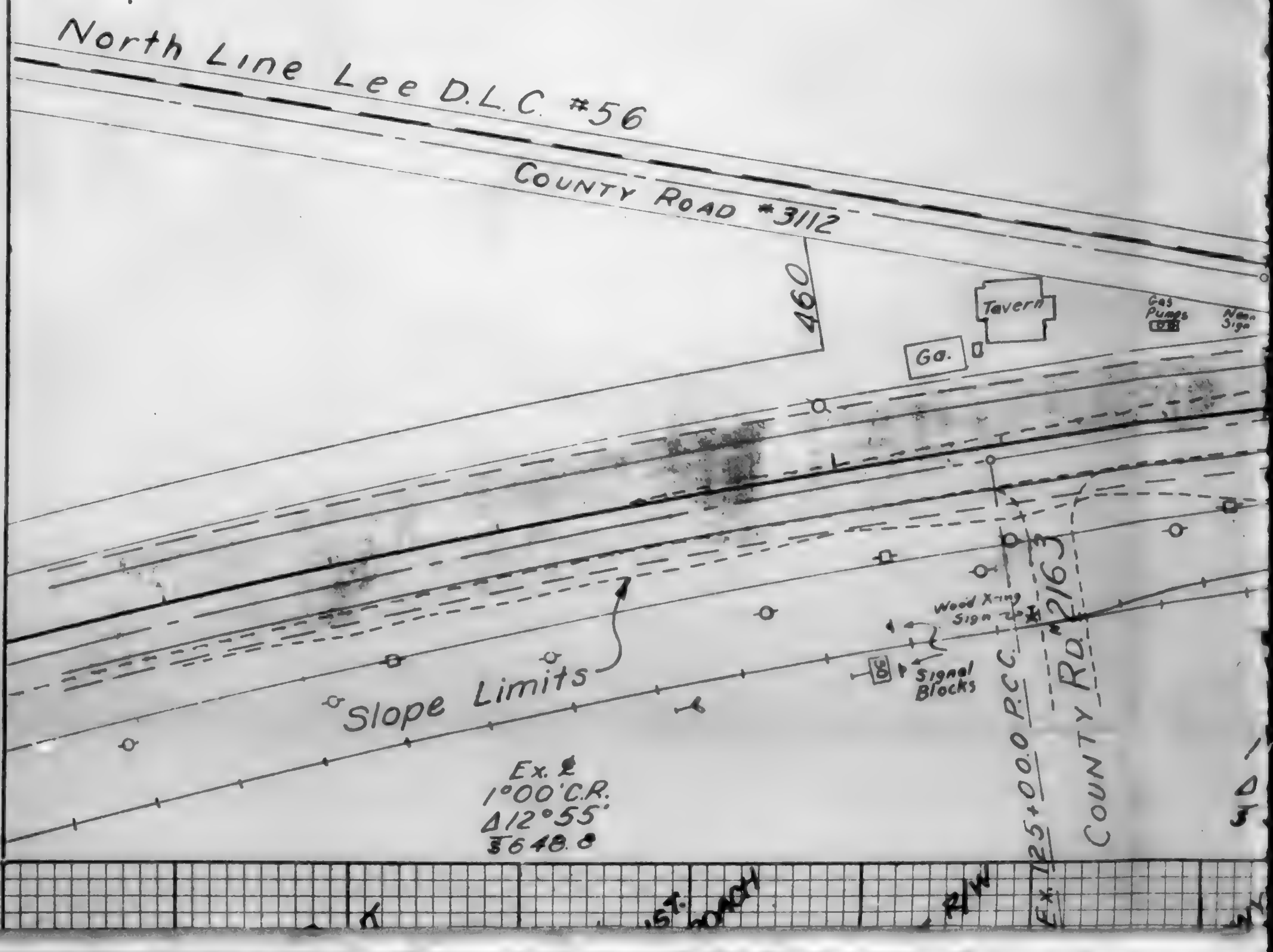
HIGHWAY SECTION ALONG R.R. ℄
HIGHWAY STA. 470+01.1



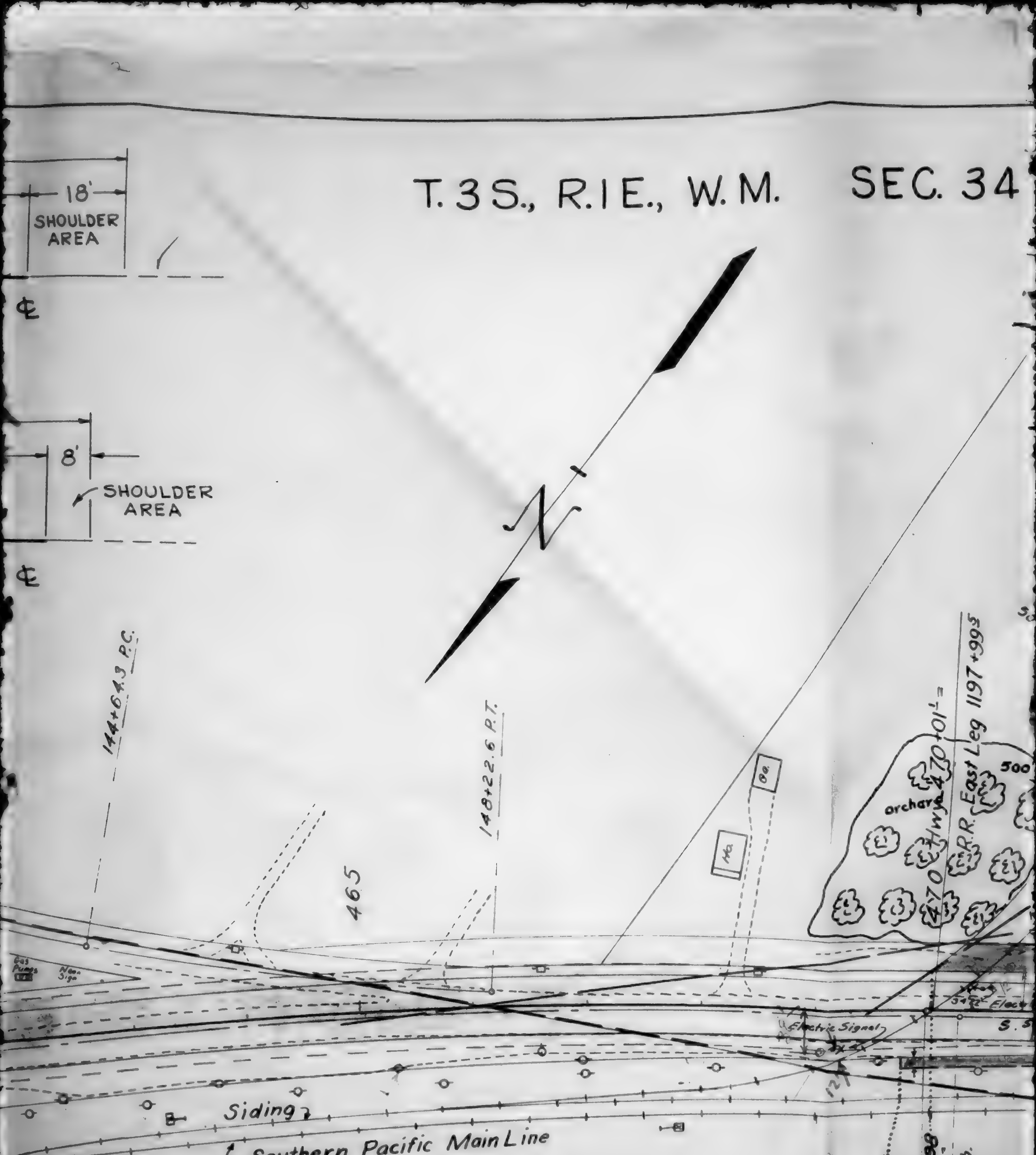
℄
69'
58'
4'
4'
19'
23'
23'
23'
23'
8'
SHOULDER AREA
TRAFFIC LANES
TRAFFIC LANES

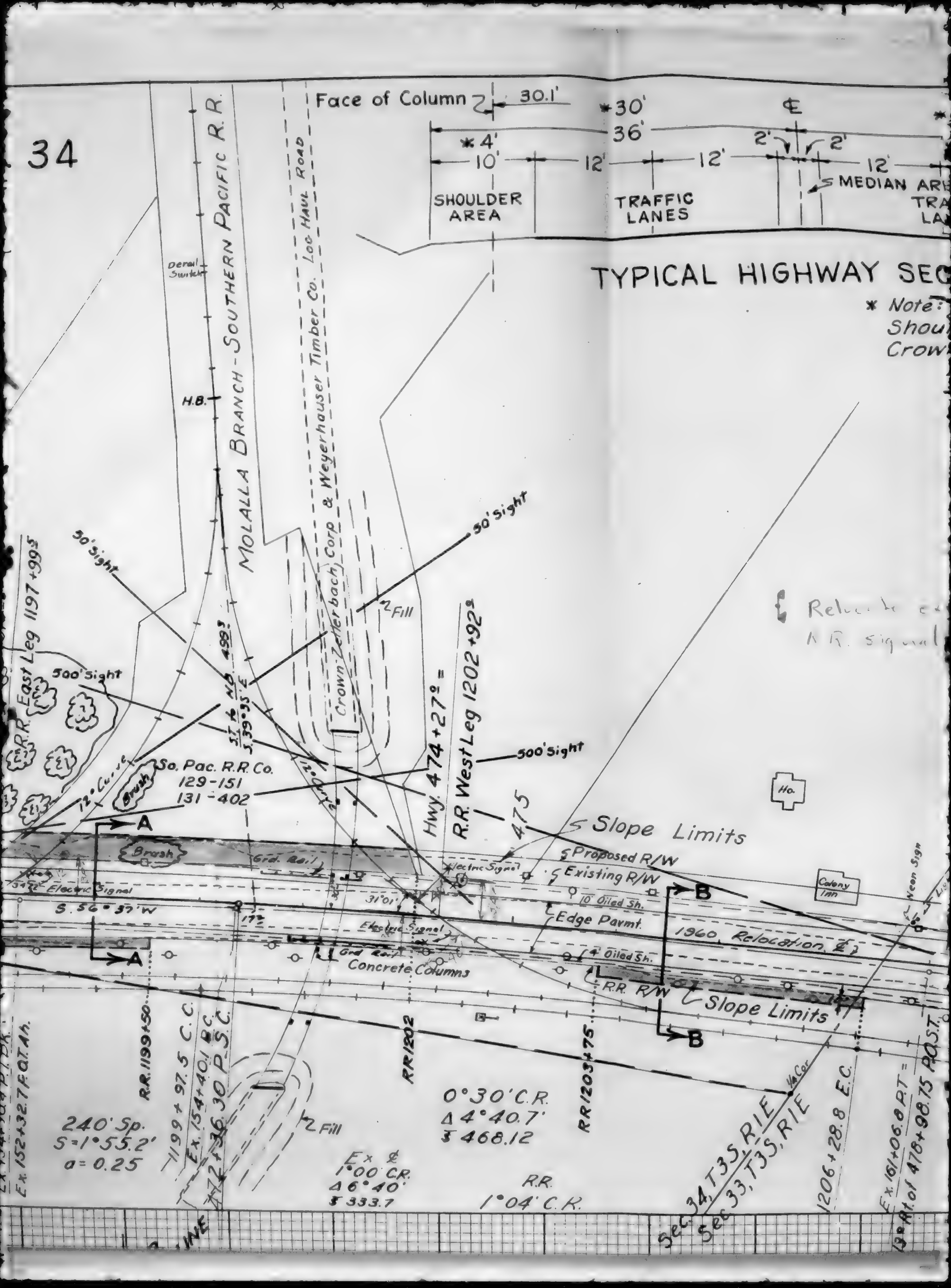
HIGHWAY SECTION ALONG R.R. ℄
HIGHWAY STA. 474+27.0

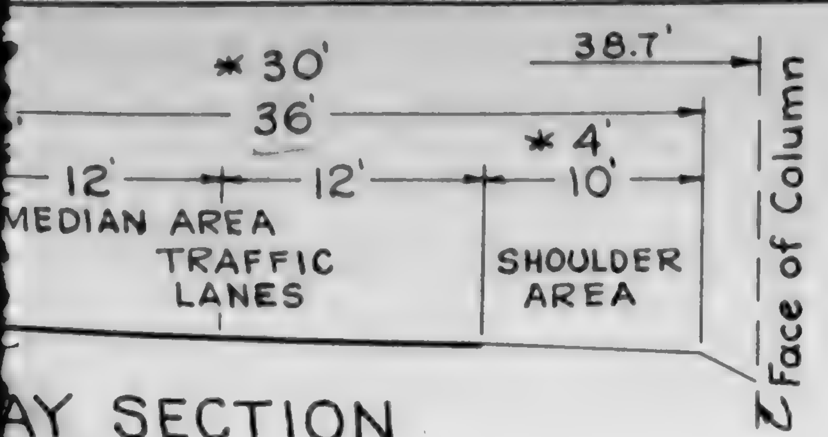
FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
BY
DATE



North Line Lee D.L.C. #56
County Road #3112
460
Tavern
Go.
Gas Pumps
Neon Sign
Wood X-ing Sign
Signal Blocks
Slope Limits
Ex. 125+00.0 P.C.C.
County Rd. 2163
Ex. ℄
1°00' C.R.
Δ12°55'
648.0
R/W


T. 3 S., R. 1 E., W. M.
SEC. 34
18'
SHOULDER AREA
℄
8'
SHOULDER AREA
℄
N
144+64.3 P.C.
148+22.6 P.T.
465
Gas Pumps
Neon Sign
Ha.
Ba.
orchard
500
470+01± = 470 Hwy. R.R. East Leg 1197+99±
Electric Signal
S. S
Elec
34
12
Siding
℄ Southern Pacific Main Line
1°06' C.R.
Δ21°10.3
T 973.45
R.R.
1°C.R.
Ex ℄
1°11.8' C.R.
Δ11°08'
T 466.7'
Compound Curve
TΔ 30°41.4'
T1 1,709.75
T2 2,107.49
RR1197+75
469+96.30 P.C.S.
RR1198
Ex. 134+30.4 P.T. Bk.=
Ex. 152+32.7 P.O.T. Ah.
24
S=1
a=

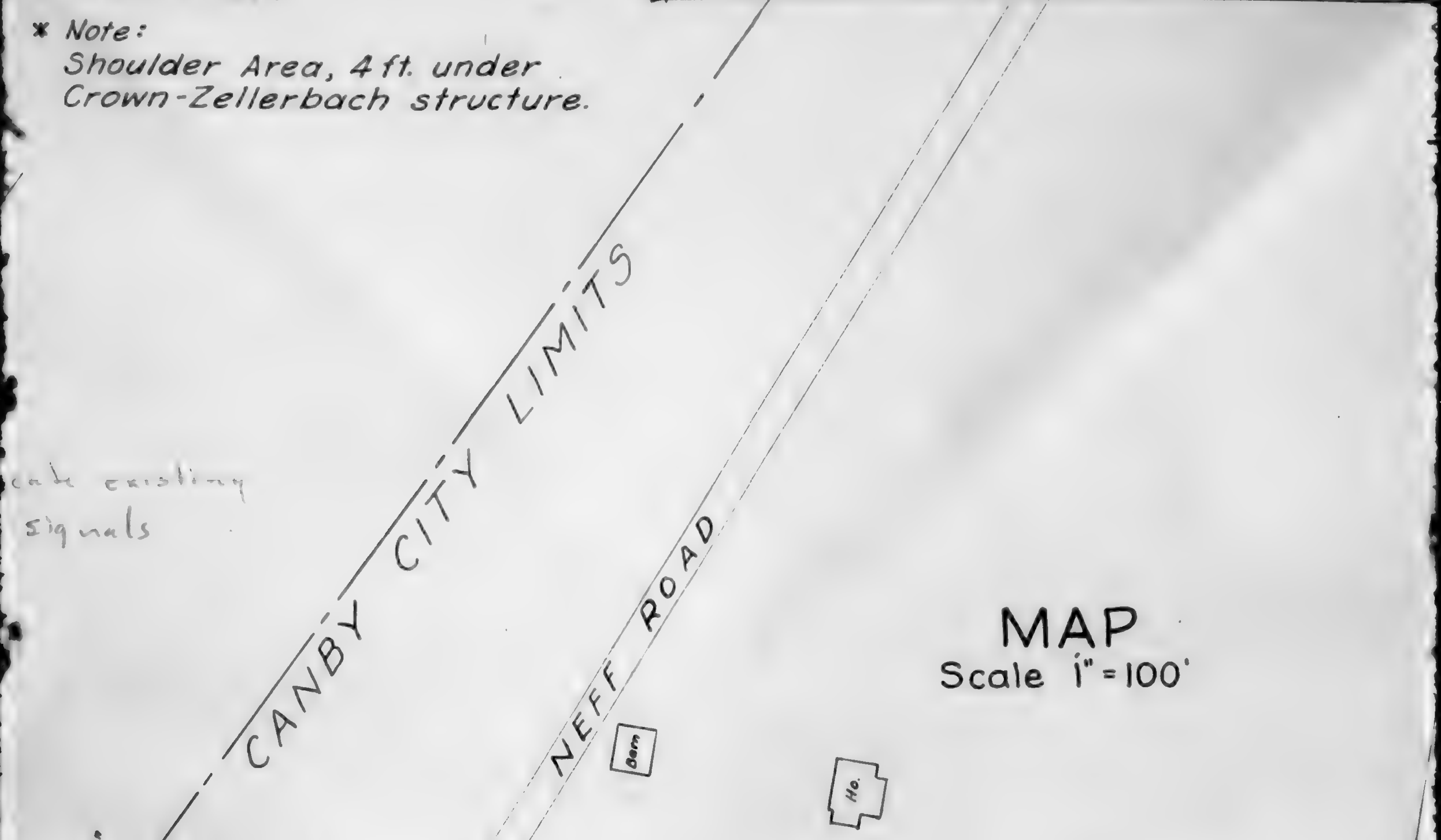

34
Face of Column
30.1'
*30'
℄
36'
*4'
2'
2'
10'
12'
12'
12'
SHOULDER AREA
TRAFFIC LANES
MEDIAN ARE
TRA
LA
TYPICAL HIGHWAY SEC
* Note:
Shou
Crow
Molalla Branch - Southern Pacific R.R.
Crown Zellerbach Corp & Weyerhauser Timber Co. Log Haul Road
Derail Switch
H.B.
50' Sight
50' Sight
500' Sight
500' Sight
℄ Fill
℄ Fill
R.R. East Leg 1197+99.5
S.T. No. 498.3 S.39°35'E
12° Curve
Brush
Brush
So. Pac. R.R. Co.
129-151
131-402
Hwy. 474+27.0 =
R.R. West Leg 1202+92.0
475
Slope Limits
Slope Limits
Relocate ex.
R.R. signal
Ho.
Colony Inn
Neon Sign
A
A
B
B
Grd. Rail
Grd. Rail
Proposed R/W
Existing R/W
Electric Signal
Electric Signal
Electric Signal
10' Oiled Sh.
4' Oiled Sh.
Edge Pavmt.
1960 Relocation ℄
S. 56° 37' W
31°01'
Concrete Columns
R.R. R/W
R.R. 1199+50
R.R. 1202
R.R. 1203+75
1199+97.5 C.C.
Ex. 154+40.1 P.C.
1172+36.30 P.S.C.
Ex. 152+32.7 F.G.T. Ah.
240' Sp.
S=1°55.2'
a=0.25
0°30' C.R.
Δ 4°40.7'
T 468.12
Ex ℄
1°00' C.R.
Δ 6°40'
T 333.7
R.R.
1°04' C.R.
¼ Cor.
Sec. 34, T3S, R1E
Sec. 33, T3S, R1E
1206+28.8 E.C.
Ex. 161+06.8 P.T. =
Rt. of 478+98.75 P.O.S.T.


* 30'
38.7'
36'
* 4'
12'
12'
10'
MEDIAN AREA
TRAFFIC LANES
SHOULDER AREA
℄ Face of Column

AY SECTION

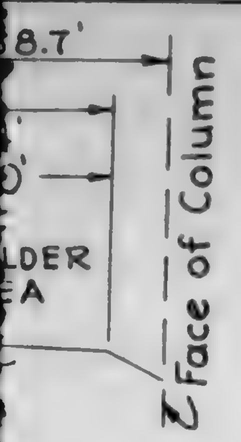
* Note:
Shoulder Area, 4 ft. under
Crown-Zellerbach structure.

OREGON STATE HIGHWAY
P.U.C. Vicinity Map
PACIFIC HIGHWAY EAST
CROSSING of So.Pac.R.R.Co. MOLALLA B
CLACKAMAS CO.
Scale: as noted Mar


CANBY CITY LIMITS
NEFF ROAD
Barn
Ho.
480
Billboard
Neon Sign
Light Pole
Gar.
Serv. Sta.
Light Pole
485
Billboard Sign
S 63° 17' W.
S 63° 05' W
Wood X-ing Signs
FAIRGROUNDS RD
Ex. 161+06.8 P.T. =
19.0 Rt. of 478+98.75 P.O.S.T.
1+72.02 P.C.S.
1+72.02 P.T.
200' Sp.
S=0°30
a=0.25

MAP
Scale 1" = 100'

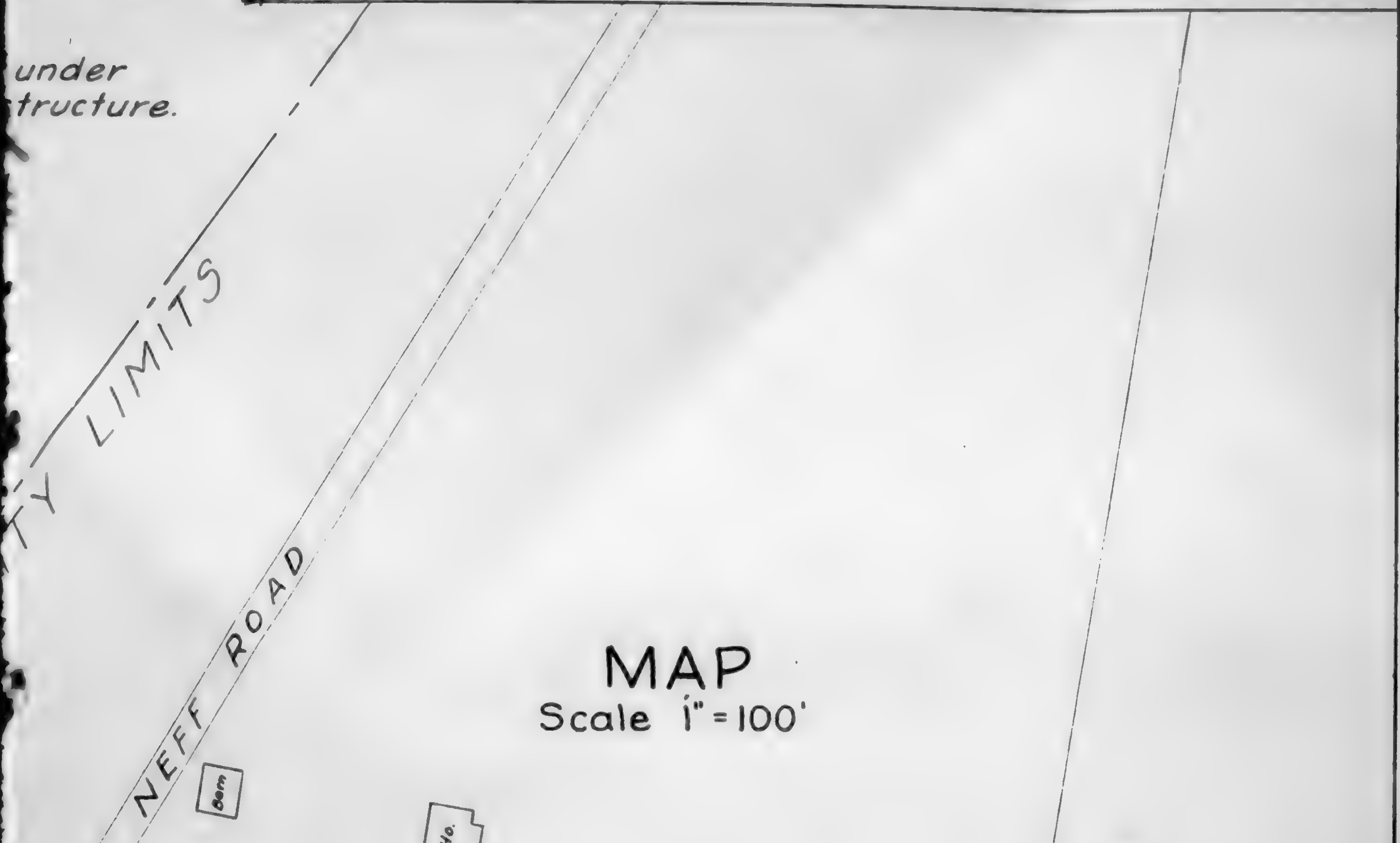
cate existing
signals

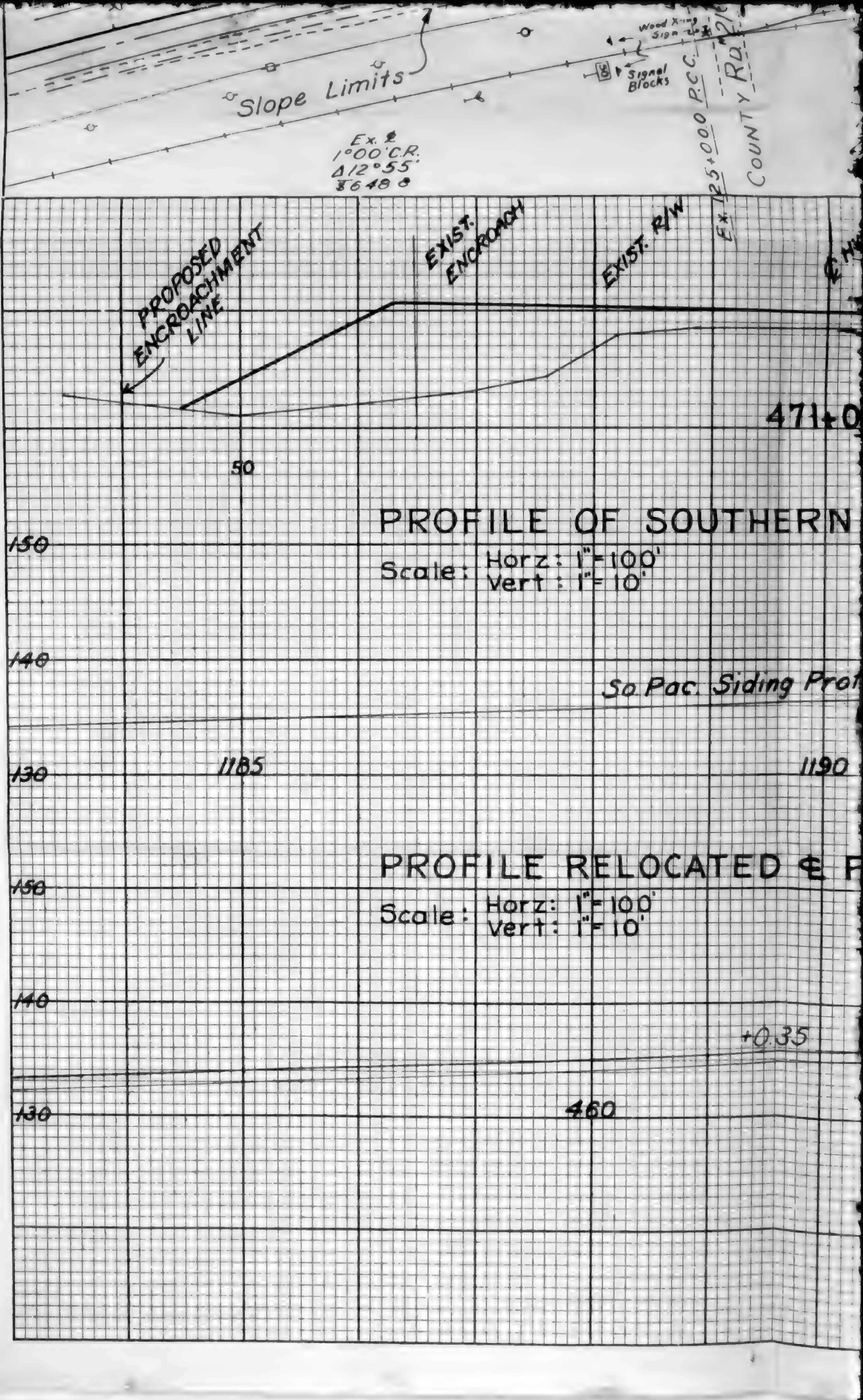

8.7'
DER
EA
℄ Face of Column

OREGON STATE HIGHWAY DEPT.
P.U.C. Vicinity Map
PACIFIC HIGHWAY EAST
CROSSING of So.Pac.R.R.Co. MOLALLA BRANCH LINE
CLACKAMAS CO.

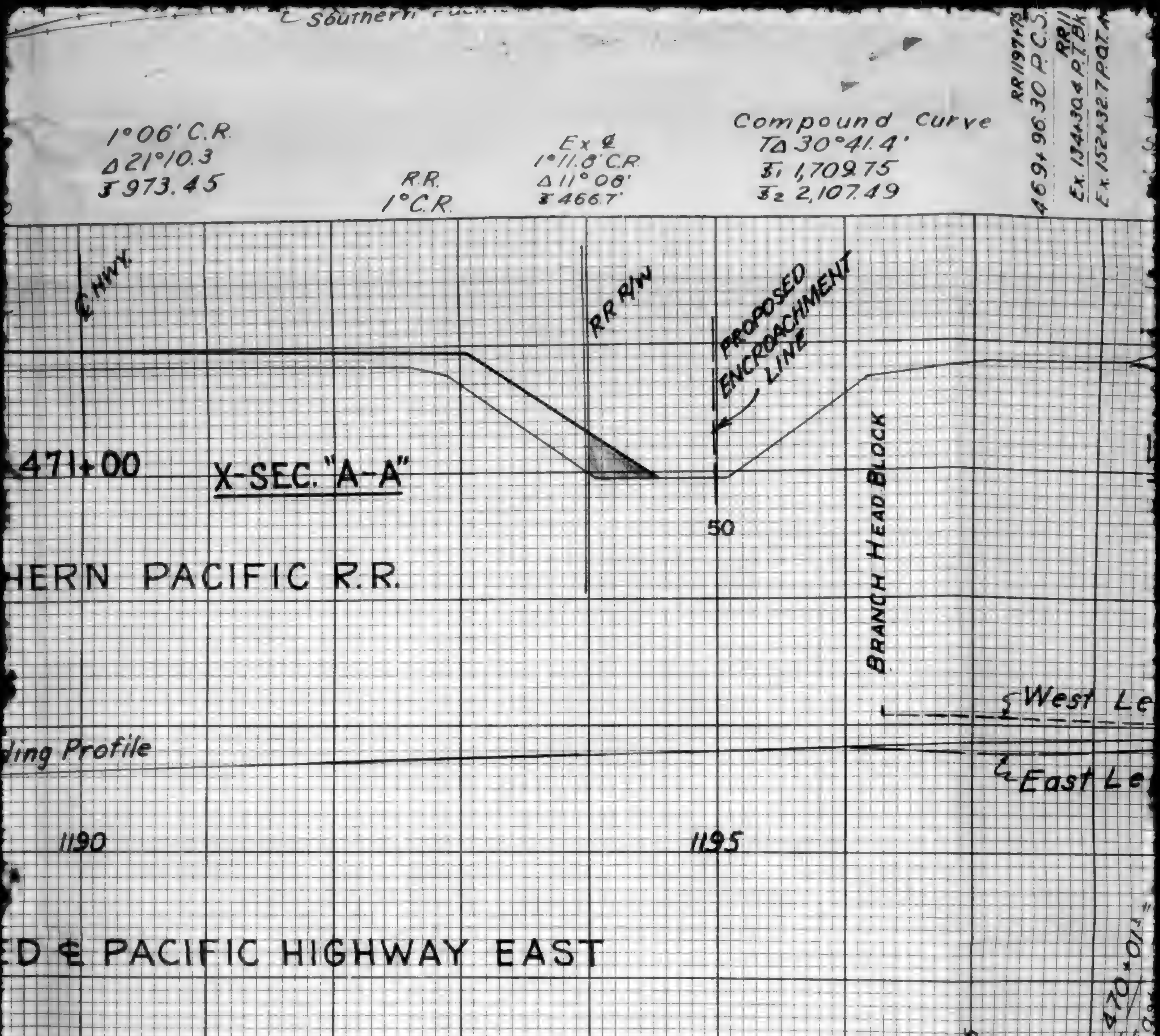
Scale: as noted

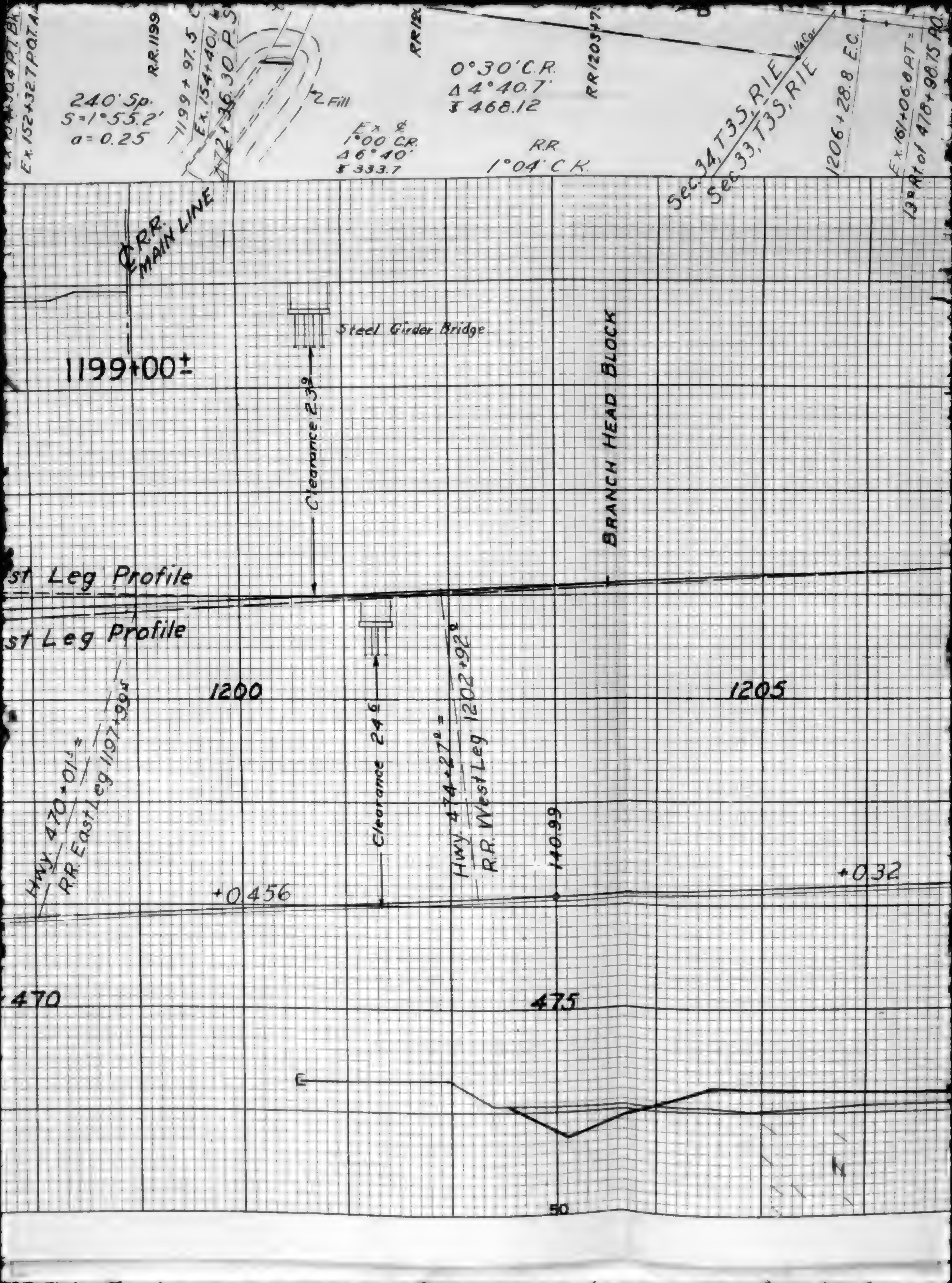
March 1960

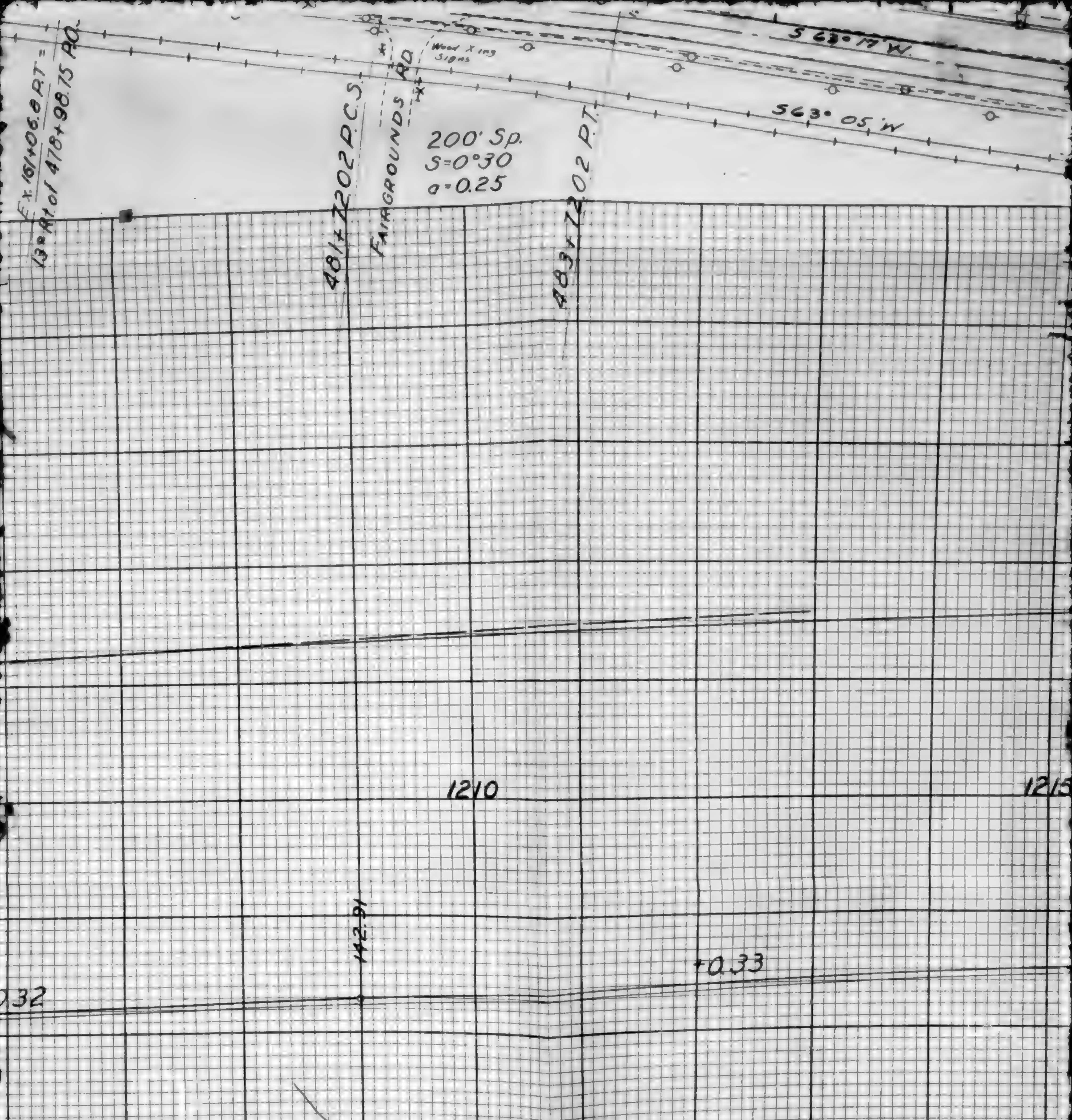

under
structure.
LIMITS
NEFF ROAD
MAP
Scale 1" = 100'
Barn
Ho.
Gar.
Serv. Sta.
Light Pole
485
Billboard Sign
487+59.09 P.S.
Ex. 170+98.5 P.S. =
13° Rt of 488+90.73 P.O.T.
S 63° 17' W
S 63° 05' W
Wood X-ing Signs
FAIRGROUNDS RD
+72.02 P.C.S.
+72.02 P.T.
200' Sp.
S=0°30
a=0.25

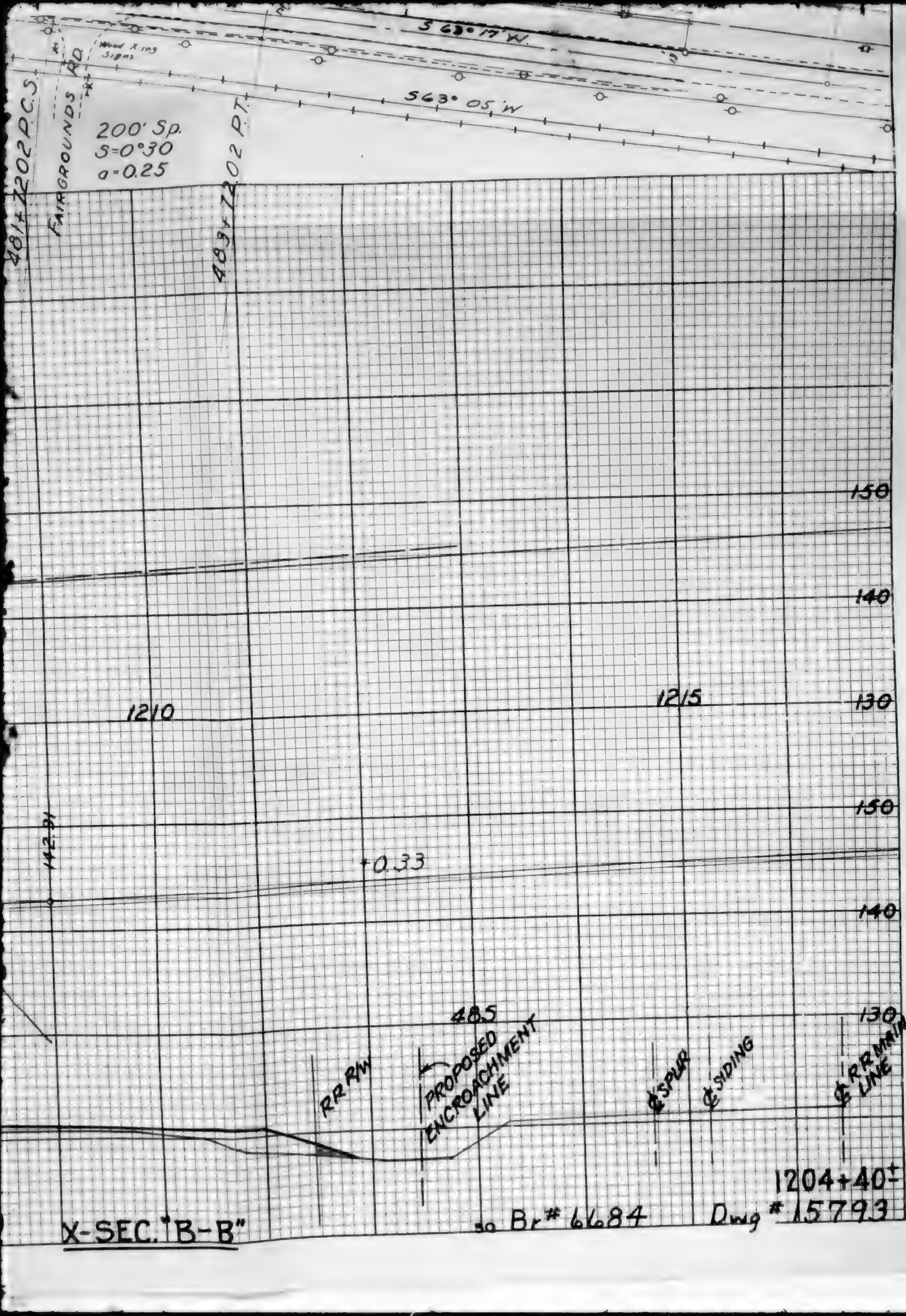

Slope Limits
Wood X-ing Sign
Signal Blocks
Ex. ℄ 1°00' C.R. Δ12°55'
Ex. 125+00.0 P.C.C.
COUNTY RD.
PROPOSED ENCROACHMENT LINE
EXIST. ENCROACH
EXIST. R/W
Ex. ℄ H
471+0
50
PROFILE OF SOUTHERN
Scale: Horz: 1"=100' Vert: 1"=10'
150
140
130
So. Pac. Siding Prof
1185
1190
PROFILE RELOCATED ℄ F
Scale: Horz: 1"=100' Vert: 1"=10'
150
140
+0.35
130
460

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		


℄ Southern Pacific
1°06' C.R.
Δ 21°10.3
T 973.45
R.R.
1° C.R.
Ex ℄
1°11.8' C.R.
Δ 11°08'
T 466.7'
Compound Curve
TΔ 30°41.4'
T1 1,709.75
T2 2,107.49
RR 1197+73
469+96.30 P.C.S.
RR 11
Ex. 134+30.4 P.T. Bk.
Ex. 152+32.7 P.O.T.
℄ HWY.
RR R/W
PROPOSED
ENCROACHMENT
LINE
471+00
X-SEC. "A-A"
50
HERN PACIFIC R.R.
BRANCH HEAD BLOCK
℄ West Le
ding Profile
℄ East Le
1190
1195
ED ℄ PACIFIC HIGHWAY EAST
138.25
Hwy 470+01±
R.R. Eq
0.35
℄ Highway Finish Grade
℄ Highway Profile
465
470


Ex. 152+32.7 P.O.T.A.
R.R. 1199
240' Sp.
S=1°55.2'
a=0.25
1199+97.5
Ex. 154+40.1
472+36.30 P.S.
2 Fill
Ex ℄
1°00' C.R.
Δ 6°40'
333.7
R.R.
0°30' C.R.
Δ 4°40.7'
468.12
R.R. 1205+7
R.R.
1°04' C.R.
¼ Cor.
Sec. 34, T3S, R1E
Sec. 33, T3S, R1E
1206+28.8 E.C.
Ex. 161+06.8 P.T. =
13° Rt. of 478+98.75 P.O.
℄ R.R. MAIN LINE
Steel Girder Bridge
1199+00±
Clearance 23.9
BRANCH HEAD BLOCK
st Leg Profile
st Leg Profile
1200
1205
Hwy. 470+01± =
R.R. East Leg 1197+99±
Clearance 24.6
Hwy. 474+27± =
R.R. West Leg 1202+92±
140.99
+0.456
+0.32
470
475
50


Ex. 161+06.8 RT =
13th Rt. of 478+98.75 P.O.
481+72.02 P.C.S.
FAIRGROUNDS RD
Wood X-ing Signs
200' Sp.
S=0°30
a=0.25
483+72.02 P.T.
S 63° 17' W.
S 63° 05' W
1210
1215
142.91
+0.33
0.32
480
485
℄ HWY.
RR R/W
PROPOSED ENCROACHMENT LINE
℄ SPUR
476+50
X-SEC. "B-B"
Br# 6684


S 63° 17' W.
Wood X ing Signs
FAIRGROUNDS RD
S 63° 05' W
481+7202 P.C.S.
483+7202 P.T.
200' Sp.
S=0°30
a=0.25
150
140
1210
1215
130
150
+0.33
142.91
140
485
130
RR R/W
PROPOSED ENCROACHMENT LINE
℄ SPUR
℄ SIDING
℄ RR MAIN LINE
1204+40±
30

X-SEC. "B-B"

Br # 6684

Dwg # 15793

RECEIVED
APR 8 1960
FOR FILING
7-132 (11)
7-5786-

Cross Referenced To:
Adm
Petitions
Clackamas

April 8, 1960

1615

Board of Commissioners
County of Clackamas
Courthouse
Oregon City, Oregon

Gentlemen:

We have considered your letter of March 16, 1960 and the petition attached thereto requesting the inclusion of a left-turn refuge for southbound traffic at the intersection of Haines Road and US99E on our currently planned project on the New Era-Canby Section of the Pacific Highway. The petition also refers to the matter of lighting at this same intersection after the actual construction of the hideout.

This matter was aired at the hearing held in Canby for the proposed reconstruction of the New Era-Canby Section of US99E.

On the basis of your recommendations and the evidence at the hearing, we are including the left-turn refuge in our plans for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

JHM:jk fp ae

PLEASE RETURN TO
FORREST COOPER

COUNTY OF CLACKAMAS
Board of Commissioners

C. E. LATOURETTE, CHAIRMAN
DARRELL JONES, COMMISSIONER
S. C. ELY, COMMISSIONER

Phone OLive 6-2641

COUNTY COURT HOUSE OREGON CITY, OREGON

RECEIVED
MAR 18 1960
OREGON
STATE HIGHWAY COMMISSION

March 16, 1960

REFERRED TO Cooper
By State Highway Engineer

Mr. W. C. Williams
Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed herewith find a petition as presented to the Board of County Commissioners relative to certain highway construction at the northerly terminus of the proposed 99E widening project between New Era hill and Canby.

This is the matter about which Commissioner Ely spoke to you at the Governor's conference last week and the petition is self-explanatory. This petition was read at today's session of the Board of County Commissioners and the Board resolved to concur in the presentation of this petition to your Commission. We feel that the request has considerable merit and is in keeping with good construction practices and respectfully request your favorable consideration.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Ed Latourette
Chairman

Darrell Jones
Commissioner

Commissioner

RECEIVED
MAR 18 1960
OFFICE OF
STATE HIGHWAY ENGINEER

SCE/dab
Enc.
cc: Mr. George Criteser
Route 1, Box 502
Canby, Oregon

(CANBY HERALD)

Turnout Structure On Highway 99E at Haines Road Asked

A petition asking for a "left turn hideout" on Highway 99E at the top of the New Era hill to permit easier entrance to Haines road (the old highway) has been circulated by George Criteser and was ready for submission to the Clackamas county Board of Commissioners this week. The petition had 187 signatures and Mr. Criteser said he could easily get more.

A left turn into Haines road for southbound traffic is hazardous when travel is heavy, the petition points out, and a car waiting to make the turn is in danger of being bumped from the rear. Haines road not only leads to many new homes and farms, but is the access route to the Mulino road and Bramer road at Twilight station.

The petition asks the County Board to intercede with the State Highway department for a proper turnout.

Commissioners Take Action On Petition

NEW ERA (Special) — The Clackamas County Board of County Commissioners took action Tuesday morning on a petition which contained 202 signatures of residents on and users of old highway 99 to have a left turn hideout and signal installed at the turnoff from the new highway.

The petition urged the commissioners to recommend to the state highway department to include in the plans for widening the new highway provisions for the left turning traffic onto the old highway.

The commissioners drafted a letter to the state highway department recommending the provisions be made in the engineering plans which are now underway for making the new highway four lanes from the top of the New Era hill to Canby.

Rec

RECEIVED
MAR 9 1960
Board of County Commissioners

PETITION

TO THE BOARD OF COUNTY COMMISSIONERS:

We, the residents and users of that portion of the old 99E route now called the Haines Road, which reverted to the County upon the relocation of 99E and which is located east and just south of the highway scales south of the New Era Hill request and petition the Board of Commissioners to make presentation to the State Highway Commission for the planning of a left turn hide out for south bound traffic and provisions for suitable light at this intersection and that this be incorporated in the four-lane construction now being engineered.

Circulated petition

NAME	ADDRESS	
* Geo. C. Critser	Rt#1 Box 502 Canby	(contact) Phone Canby 4785
[illegible] Critser	Rt#1 Box 502 Canby	
Delores Dominiak	Rt 1, Box 503 Canby.	
William W. Dominiak	R# 1, Box 503 CANBY, OREGON	
Margaret Biedermeier	Rt 1 Box 508 Canby, Ore.	
Chas. Bradtl	R. 1 Box 500 Canby Ore.	
Theresa Bradtl	R 1 Box 500 Canby Ore	
Leo O'Rourke	R 1 Box 592 Canby Ore	
Dorothea O'Rourke	R 1 Box 592 Canby Ore	
Rev. Vyre B. Reed	Box 703 - Canby. Ore.	
Frank Reif	R1 Box 578 Canby Or	
Edith M. Babcock	Box 703 - Canby	
Agnes Reif	Box 578 Canby	
John Bruijn	Box 575 Canby	
Nannie P. Stetler	P.O. Box 731 Canby.	
Geo Neufeld	Rt 1. Box 579 Canby	
Clara Neufeld	Rt. 1 Box 579 Canby	
Arlene Bailey.	Rt I Box 580 Canby Oregon.	
Joe Baby	Rt. 1, Box 580 Canby Oregon	
Alfred H. Middelstadt	Rt 1. Box 504 Canby Oregon	
Howard R. Belton	Rt. I Box 510, Canby. Oregon	
[illegible] Belton	" "	

request and petition the Board of Commissioners to make presentation to the State Highway Commission for the planning of a left turn hide out for south bound traffic and provisions for suitable light at this intersection and that this be incorporated in the four-lane construction now being engineered.

ED 1960 County Commissioners

NAME	ADDRESS
* Geo. C. Critesir — Circulated petition	Rt #1 Box 502 Canby (Contact) Phone Canby 4785
[illegible] Critesir	Rt #1 Box 502 Canby
Delores Domeniak	Rt 1, Box 503 Canby
William H. Dominiak	R# 1, Box 503 CANBY, OREGON
Margaret Birkemeier	Rt 1 Box 508 Canby, Ore.
Chas. Bradtl	R. 1 Box 500 Canby Ore.
Theresa Bradtl	R 1 Box 508 Canby Ore
Leo O'Rourke	R 1 Box 592 Canby Ore
Barbara O'Rourke	R 1 Box 592 Canby Ore
Rev. Nice B. Reed	Box 703 - Canby. Ore.
Frank Reif	R1 Box 578 Canby Or
Edith M. Babcock	Box 703 - Canby
Agnes Reif	Box 578 Canby
John Bouwijn	Box 575 Canby
Maude P. Stetler	P.O. Box 731 Canby.
Geo Neufeld	Rt. 1 Box 579 Canby
Clara Neufeld	Rt. 1 Box 579 Canby
Arlene Baily.	Rt I Box 580 Canby Oregon.
Joe Baily	Rt. 1, Box 580 Canby Oregon
Alfred H. Middelstadt	Rt 1, Box 504 canby oregon
Howard D. Belton	Rt. I Box 510, Canby. Oregon
Mae Belton	" " " "
Grant E. Mitsch	P.O. Box 68, Canby, Oregon
Amy L. Mitsch	" " " "
Joseph Greer	Rt #1 Box 515 " "
Caroline Greer	" " " "
Eva Boland	" 3 " 210

RECEIVED
MAR 15 1960
FOR FILING

FORM E-20 10M 7-59 22124

7-132 (11)

#5786

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1960

SUBJECT: New Era Canby Section
Pacific Highway

To:

Mr. G. S. Paxson
Asst. State Highway Engineer
BUILDING

Herewith, a vicinity map tracing of the crossing of Molalla Branch of the Southern Pacific Railroad on the New Era Canby Section of the Pacific Highway East.

This map is for use in requested PUC hearing covering the widening of this unit.

Tom Edwards
Construction Engineer

By

Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:jk

Attachment

cc: Mr. Frank Hall

RECEIVED
MAR 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSO

NOTED
R. JONES

NOTED
C. G. SWENSON

February 10, 1960

NOTED
Harold C. Ayers

Mr. Win Walker, Chief Draftsman
Assessor's Office
Courthouse
Oregon City, Oregon

NOTED
John F. Hagemann

Dear Mr. Walker:

Enclosed is a print of a right-of-way map of the New Era-Canby Section of the Pacific Highway East. The parcels of property outlined in color are those/Which we have no records of ownership. It is believed that this right-of-way was acquired by Clackamas County at the time this highway was constructed in 1931.

Your cooperation in determining how this right-of-way was obtained and the status of present ownership will be greatly appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By

C. G. Swenson
County and City Relations Engineer

CGS:mm
Encl.

RECEIVED
JAN 11 1960
FOR FILING

7-132 (11)

3786

January 8, 1960

Mr. A. W. Kilborn
Superintendent
Southern Pacific Company
Union Station
Portland 5, Oregon

Dear Sir:

I attach hereto two copies of a location prospectus on the New Era-Canby Section of US99E in Clackamas County. You will note that we propose the widening of this section to four lanes, which involves the widening of the grade crossings of your branch leading to Molalla just east of the Canby city limits. This location is just starting and I can not, as yet, furnish you with any details of the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

RECEIVED
[illegible] 1960
FOR FILING
F-132 (11)
[illegible] 786

1-4-60

F

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
NEW ERA-CANBY SECTION
PACIFIC HIGHWAY, EAST
CLACKAMAS COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Pacific Highway East, which is a State Primary facility on the Federal Aid Primary System. The northerly terminus is at Station 29+98.7, M.P. 18.38, which point is immediately south of the community of New Era. The southerly terminus is at Station 28+50, M.P. 21.27, which point is at Elm Street in Canby. The overall length of the project is 2.89 miles.

This will be a location survey to prepare plans, specifications, and estimates for widening and resurfacing along the existing centerline. Consideration will be given to curvature reduction where feasible. The town of Canby is at the southerly end of the project.

Routine soils investigation will be conducted. Special drainage studies will be made as required by circumstances. An economic analysis is not needed at this time.

The existing (1958) ADT is 6,000 and the projected (1978) ADT is 12,000. Traffic and alignment warrant a four-lane divided highway. Maximum grade and curvature will be 5 per cent and 4 degrees respectively. The typical section will consist of two 24-foot roadways separated by a 4-foot striped median. Shoulders will have a width of 10 feet. Deviation from State and Federal standards is not anticipated.

The rise and fall and the central angle are 107 feet and 75 degrees respectively.

This will be a limited access facility with no interchanges or stream crossings. A Southern Pacific Company railroad spur will be crossed twice at grade immediately east of the Canby east city limits.

The tentative base design by G. L. Decker is:

Paving, Base and Wear	3½"	Asphaltic Concrete
Top Course, Base	2 "	3/4"-0 Crushed
Bottom Course, Base	17 "	Coarse Crushed
Total	22 "	

Shoulders will receive an O-11 modified oil mat.

Material is available from local commercial and State sources.

Agreements with city and/or county are not necessary.

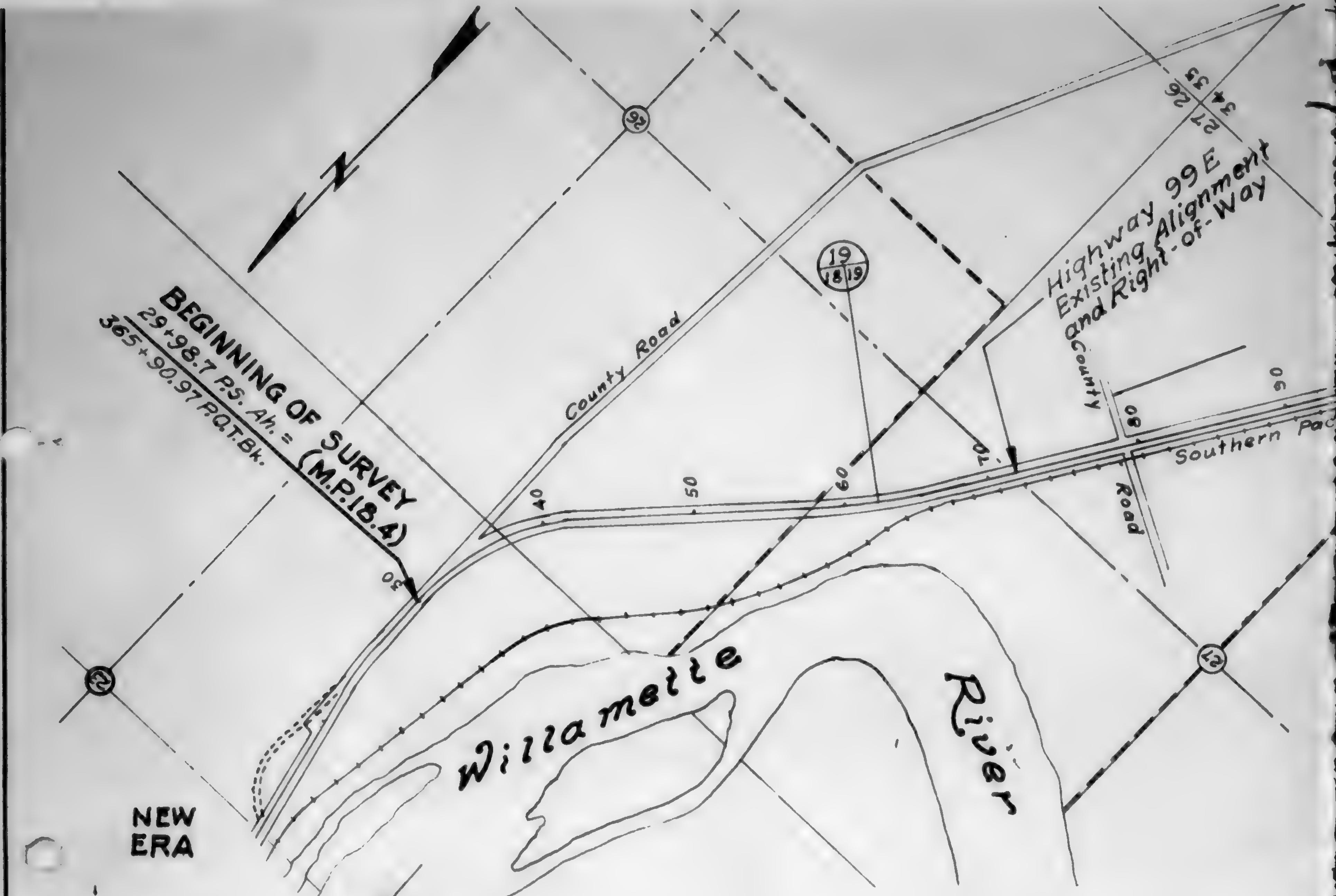
There are no roadside rest areas or State parks affected by this project.

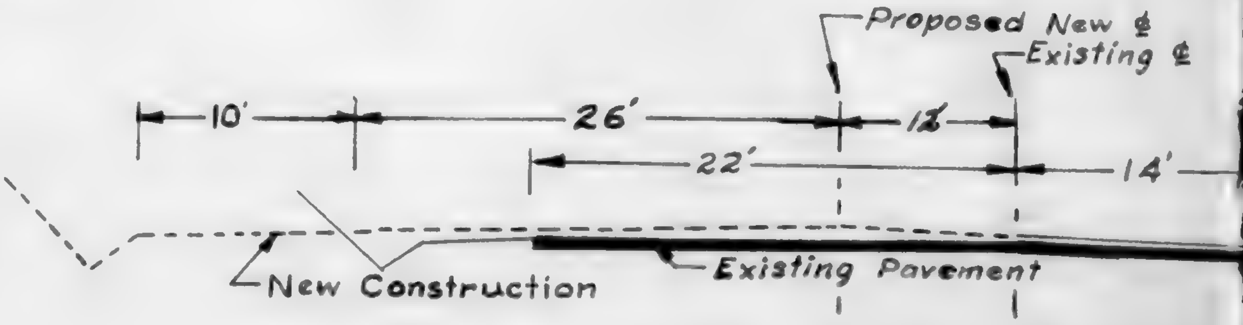
January 4, 1960

Attachment

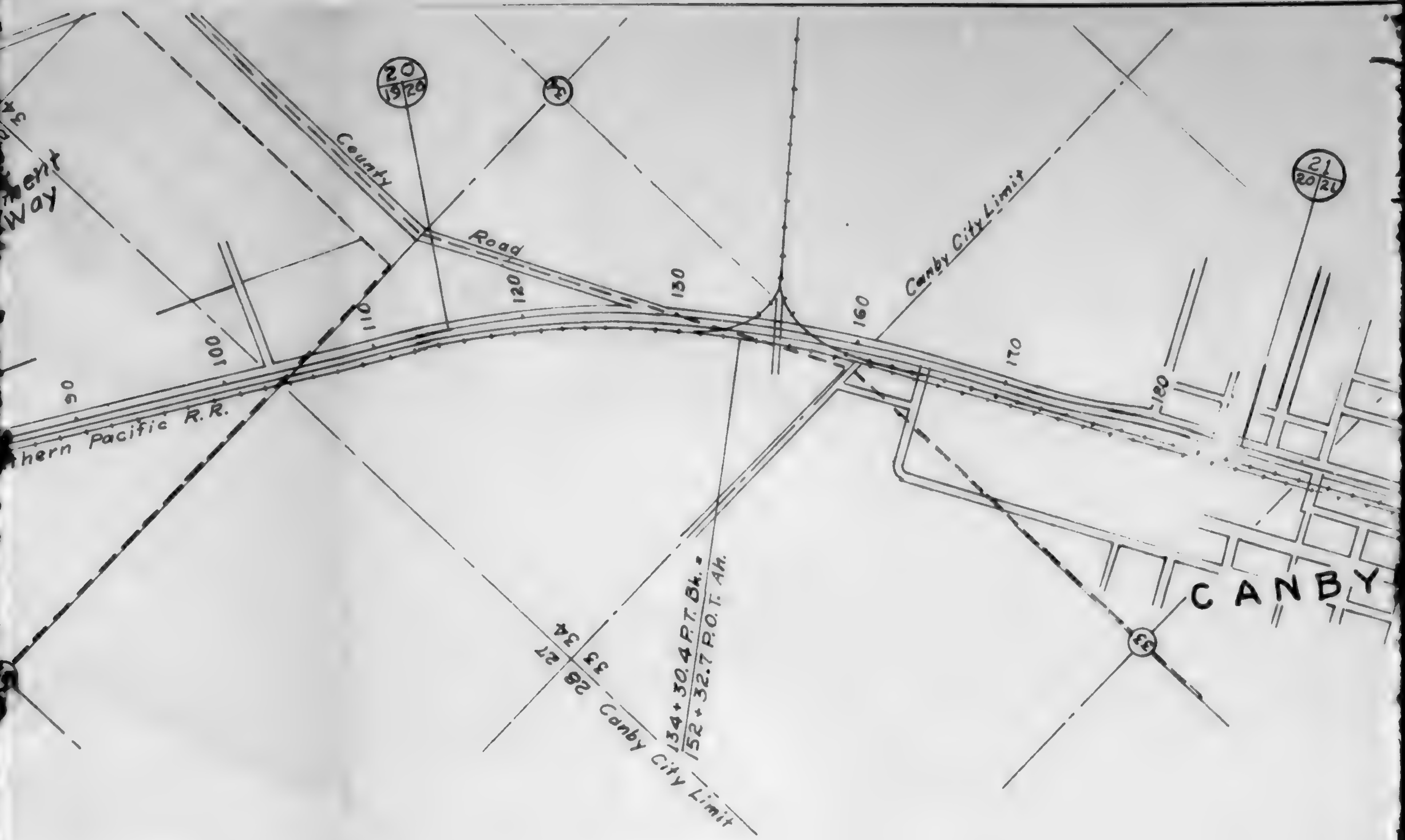
cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
A. E. Johnson (2)
Robert Ewen
C. H. Armstrong
Mark Astrup
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
JAN - 7 1960
OFFICE OF
STATE HIGHWAY ENGINEER

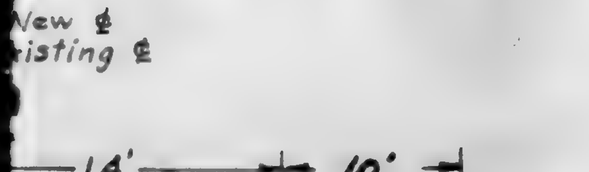

BEGINNING OF SURVEY
29+98.7 P.S. Ah. =
365+90.97 P.Q.T. Bk.
(M.P. 18.4)
County Road
Highway 99 E
Existing Alignment
and Right-of-Way
County Road
Southern Pac
Willamette
River
NEW
ERA
30
40
50
60
70
80
90
26
19
18 19
27
26 27
35 34


Proposed New ℄
Existing ℄
10'
26'
12'
22'
14'
New Construction
Existing Pavement

TYPICAL SECTION - EXISTING 3-LANE

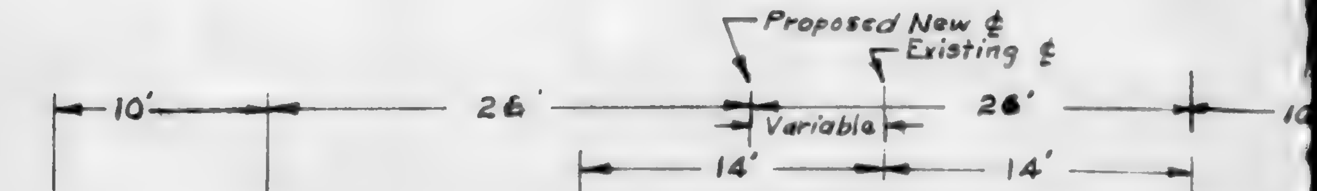


way
County
Road
Canby City Limit
20
19 | 20
21
20 | 21
90
100
110
120
130
160
170
180
thern Pacific R.R.
CANBY
134+30.4 P.T. Bk. =
152+32.7 P.O.T. Ah.
33 34
28 27
Canby City Limit
33



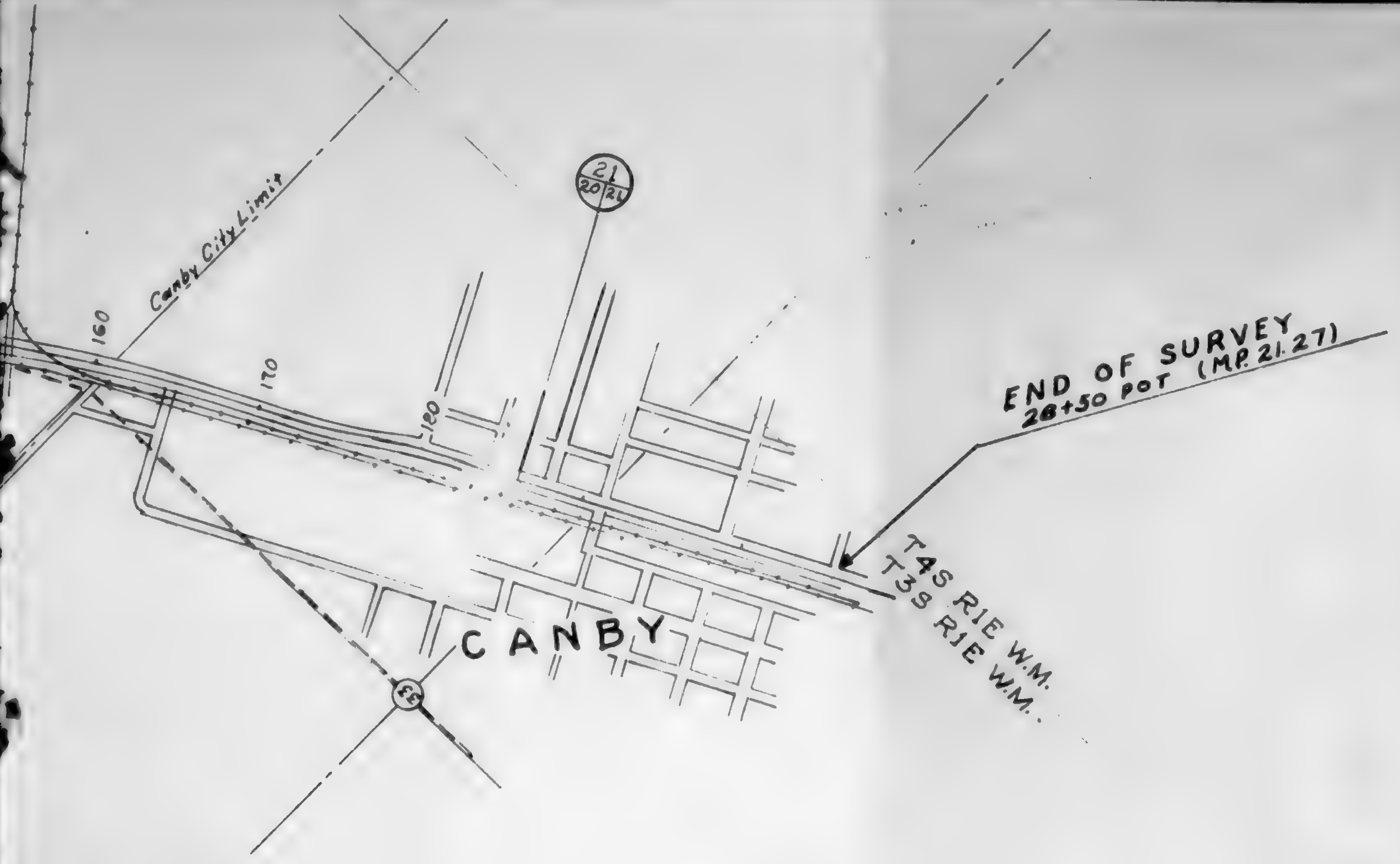
New ℄
isting ℄
14'
10'

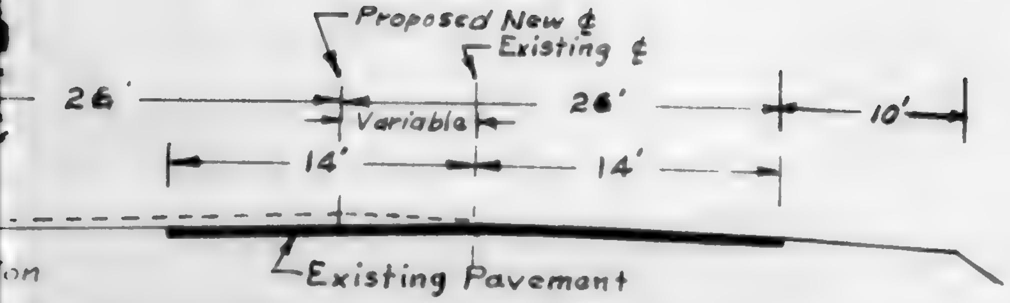
3-LANE



Proposed New ℄
Existing ℄
10'
26'
Variable
26'
14'
14'
New Construction
Existing Pavement

TYPICAL SECTION - EXISTING 2-LANE


Canby City Limit
160
170
180
21
20 | 21
END OF SURVEY
28+50 POT (MP. 21.27)
T4S R1E W.M.
T3S R1E W.M.
CANBY


Proposed New ¢
Existing ¢
26'
Variable
26'
10'
14'
14'
on
Existing Pavement

TYPICAL SECTION - EXISTING 2-LANE

PROSPECTUS
SKETCH MAP
PROPOSED SURVEY
HWY. 99E RECONSTRUCTION
NEW ERA TO CANBY
Clackamas County
Scale - 1" = 1000' Nov., 1959

I-80N-3(19) The Dalles-Big Eddy Sec., 1960
84 Columbia River Hwy. (Grad., Pav.,
#5787 Struct. & Sign.) Folder # 1

RECEIVED
FEB 28 1961
FOR FILING

I-80N-3(19)84

5787

February 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

During the construction of The Dalles-Big Eddy Section of the Columbia River Highway, Project I-80N-3(19)84, a large slide has occurred opposite approximate Stations 2547 to 2555. A copy of a sketch map showing the area involved is enclosed.

Within this area are located three separate utility installations: (1) a water line serving The Dalles Dam facility owned by the U. S. Army Engineers; (2) a power line serving the area easterly of the project owned by the Pacific Power and Light Company; and (3) a telephone line serving The Dalles Dam owned by the Pacific Telephone and Telegraph Company.

We feel that the slide has occurred as a direct result of our excavations in the area and that it will become the obligation of the State Highway Department to pay for removing the above-mentioned utilities from the area. In connection with this responsibility, we have, in accordance with your request, asked our Legal Department to establish the responsibility for the damages and will communicate with you later regarding its decision. If, as we expect, the legal decision will be that the State Highway Department is liable for the costs of moving these utilities, we will request participation by the Bureau of Public Roads in the usual manner.

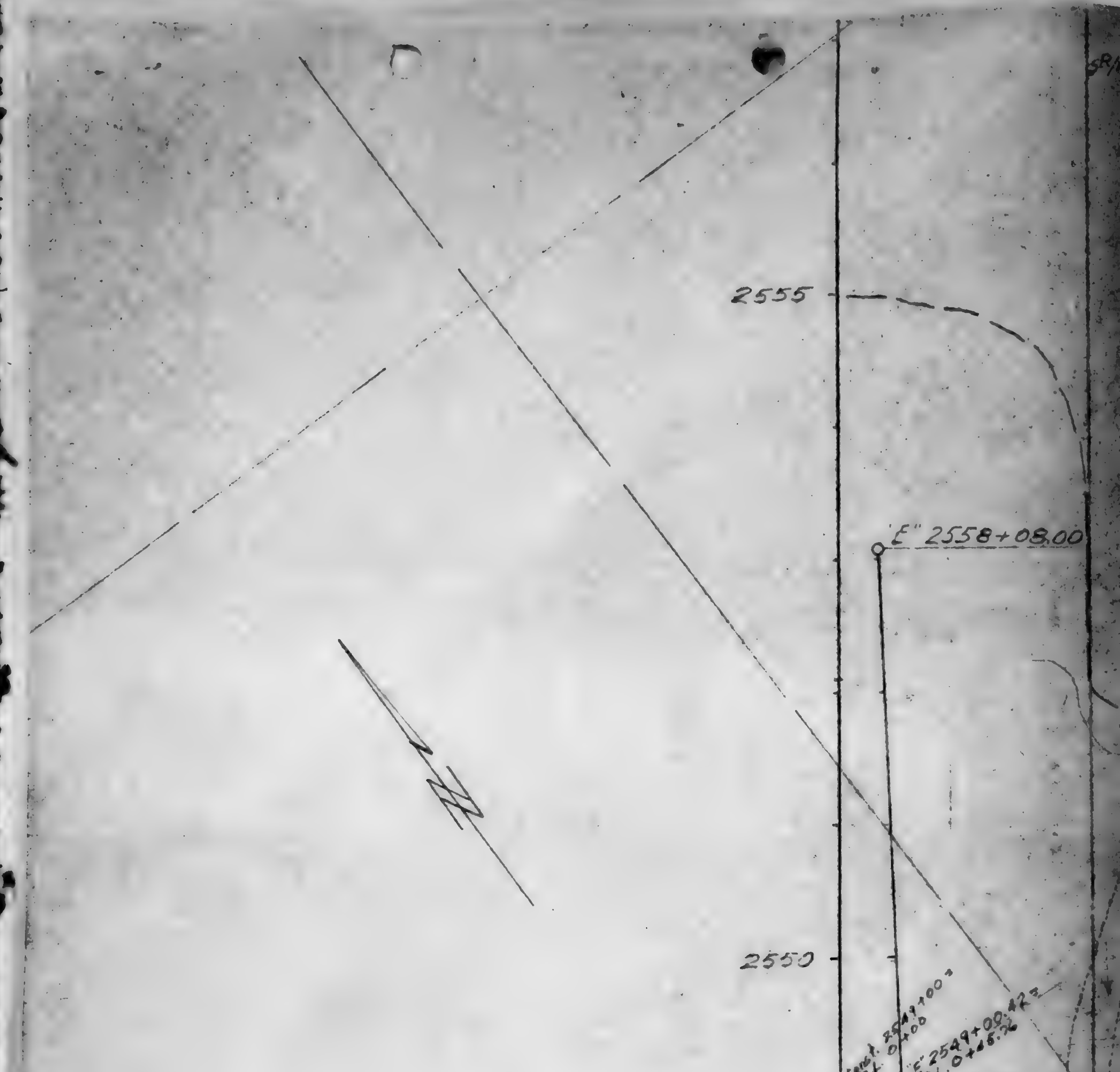
Very truly yours,

W. C. Williams
State Highway Engineer

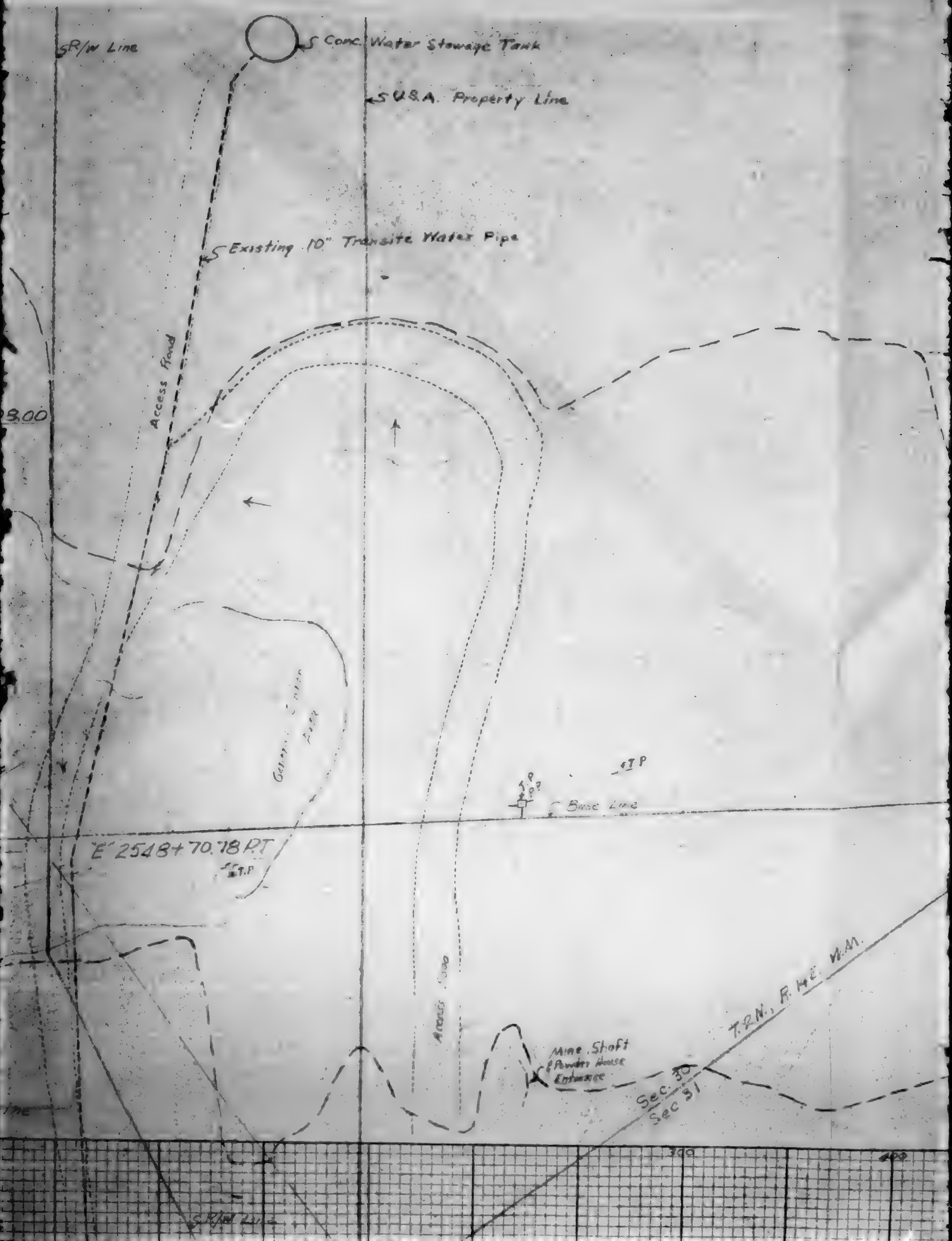
By

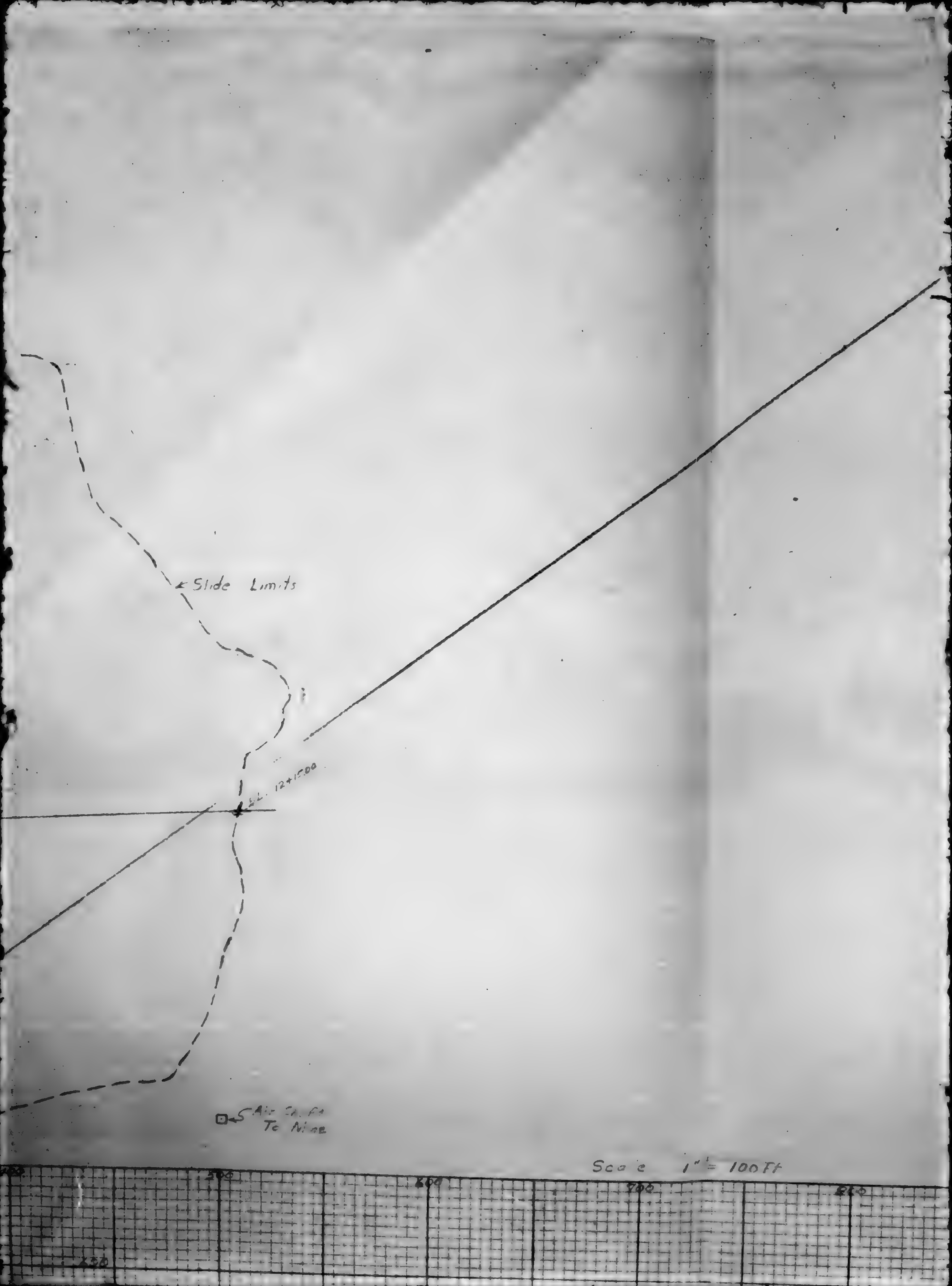
Forrest Cooper
Deputy State Highway Engineer

FBK:fp fn
Encl.
cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. L. I. Lindas

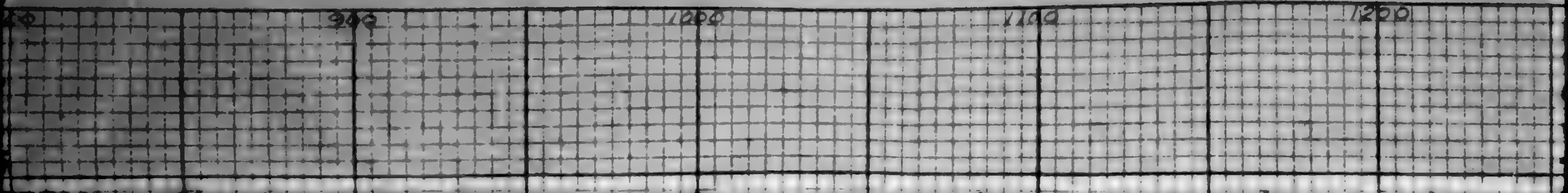


GR
2555
"E" 2558+08.00
N
2550
Const. 2549+00±
B.L. 0+00
"E" 2549+00.42±
B.L. 0+46.76
92°51'±
"E" Line

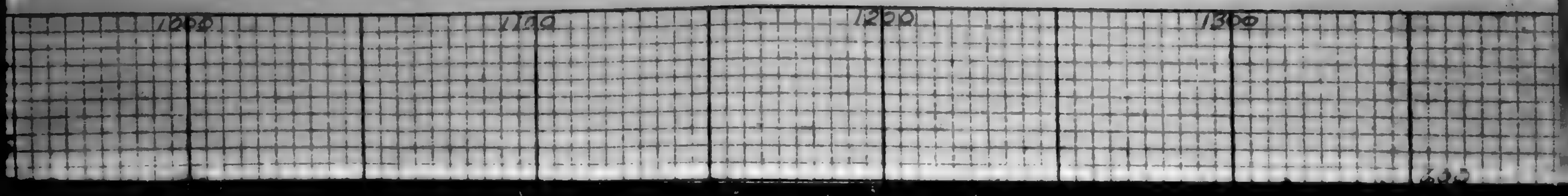

R/W Line
Conc. Water Storage Tank
U.S.A. Property Line
Existing 10" Transite Water Pipe
Access Road
3.00
T P
T P
Base Line
E 2548+70.78 P.T
T.P
Access Road
Mine Shaft
& Powder House
Entrance
T.2N., R.14E. W.M.
Sec. 30
Sec 31
300
400
R/W Line

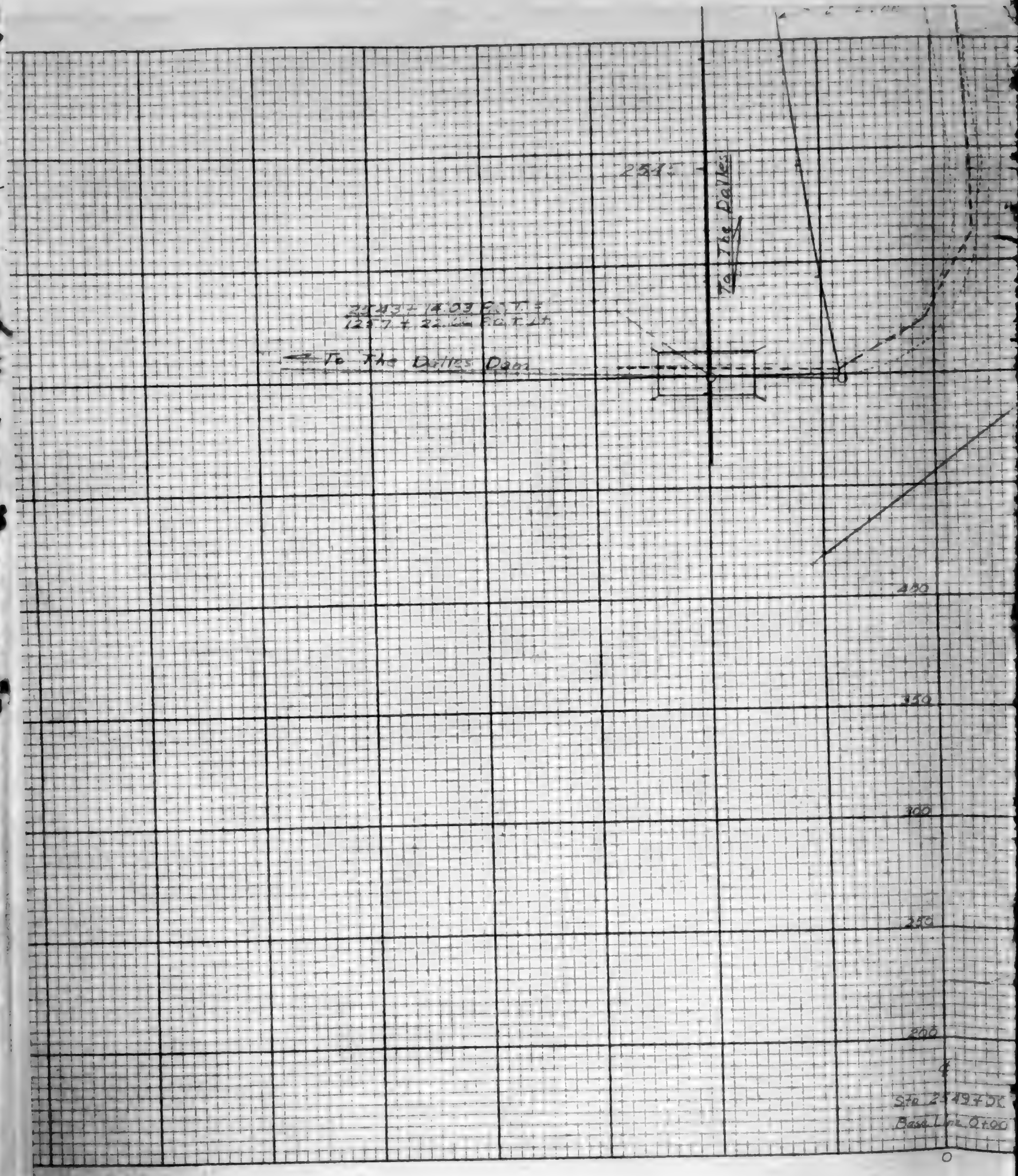

Slide Limits
EL. 12+15.00
Air Sh. Ft To Mine
Scale 1" = 100 Ft
400
500
600
700
800
250

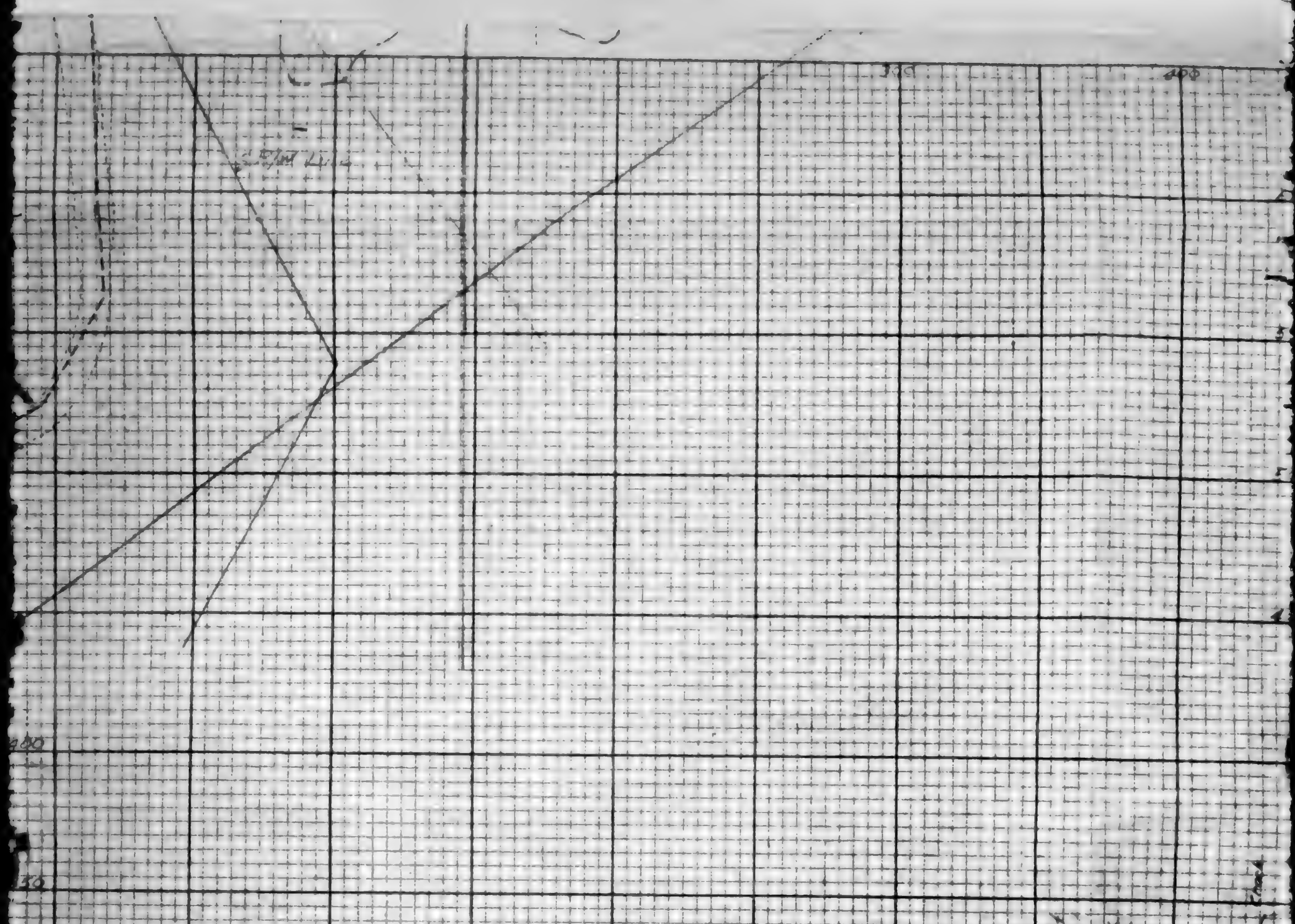
THE DALLES-BIG EDDY SECTION
COLUMBIA RIVER HIGHWAY
WASCO COUNTY


900
1000
1100
1200

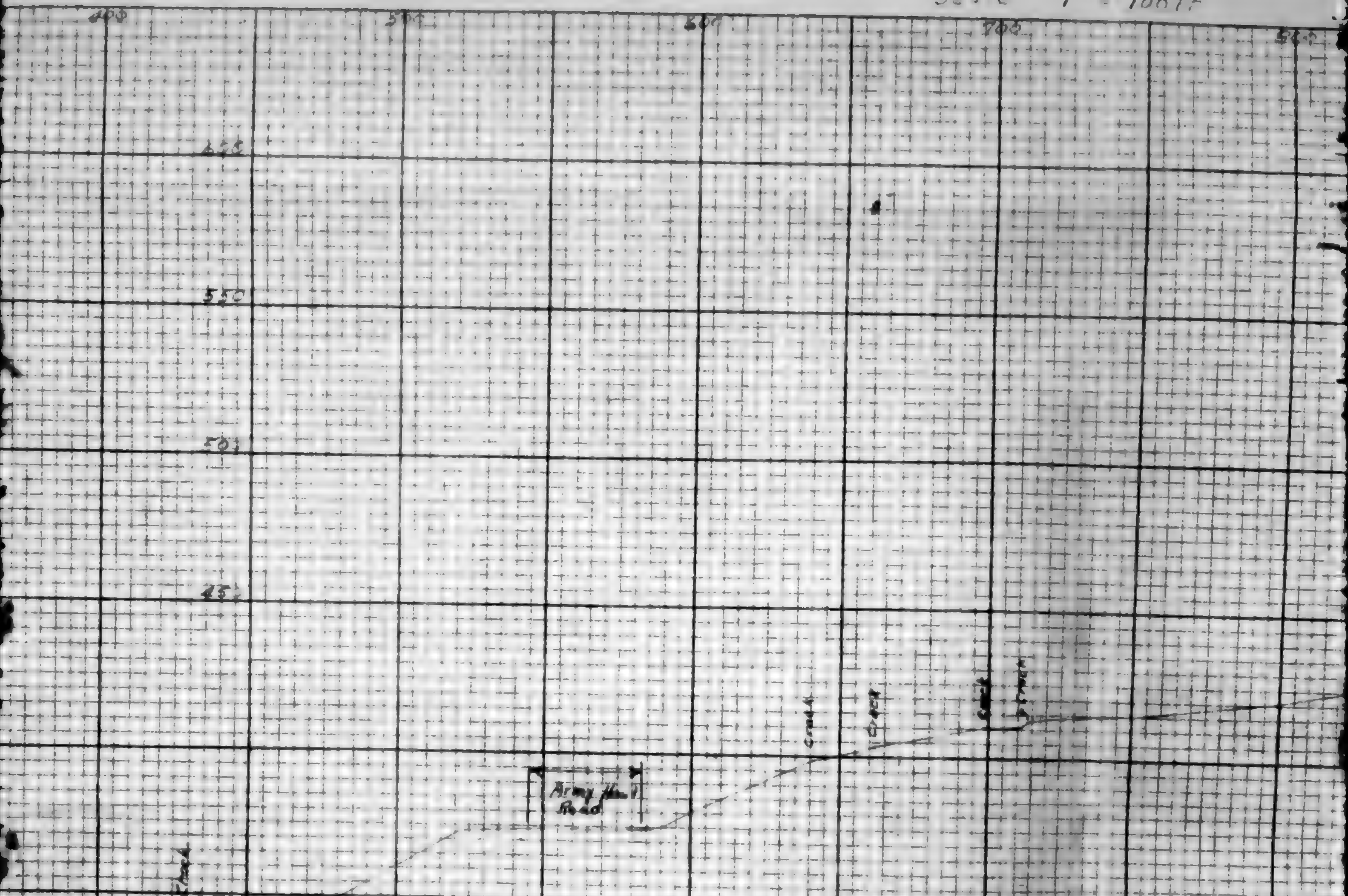
HE DALLES-BIG EDDY SECTION
COLUMBIA RIVER HIGHWAY
WASCO COUNTY


1000
1100
1200
1300


251
To The Dalles
2543 + 14.03 P.O.T. =
1257 + 22.__ P.O.T. Lt.
← To The Dalles Dam
400
350
300
250
200
℄
Sta 2549+50
Base Line 0+00
0

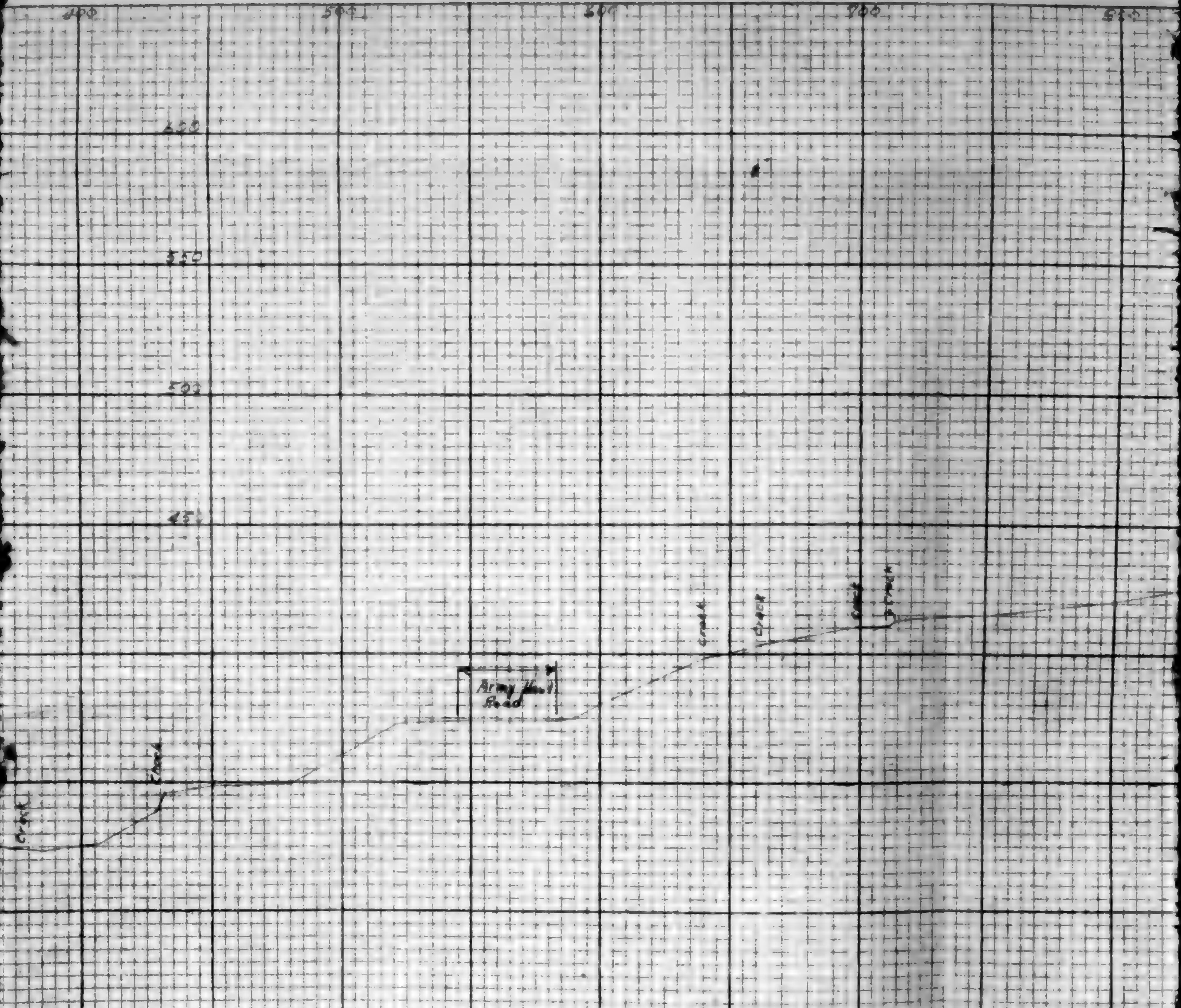

℄ Elm Line
300
400
Access Road
as of 2-8-61
Field
Creek
Creek
℄
E. Line
Profile Scale { Vert. 1" : 50
Hor. 1" : 50
℄
25+19.00 =
℄ Line 0+00
0
1+00
2+00
3+00
4+00

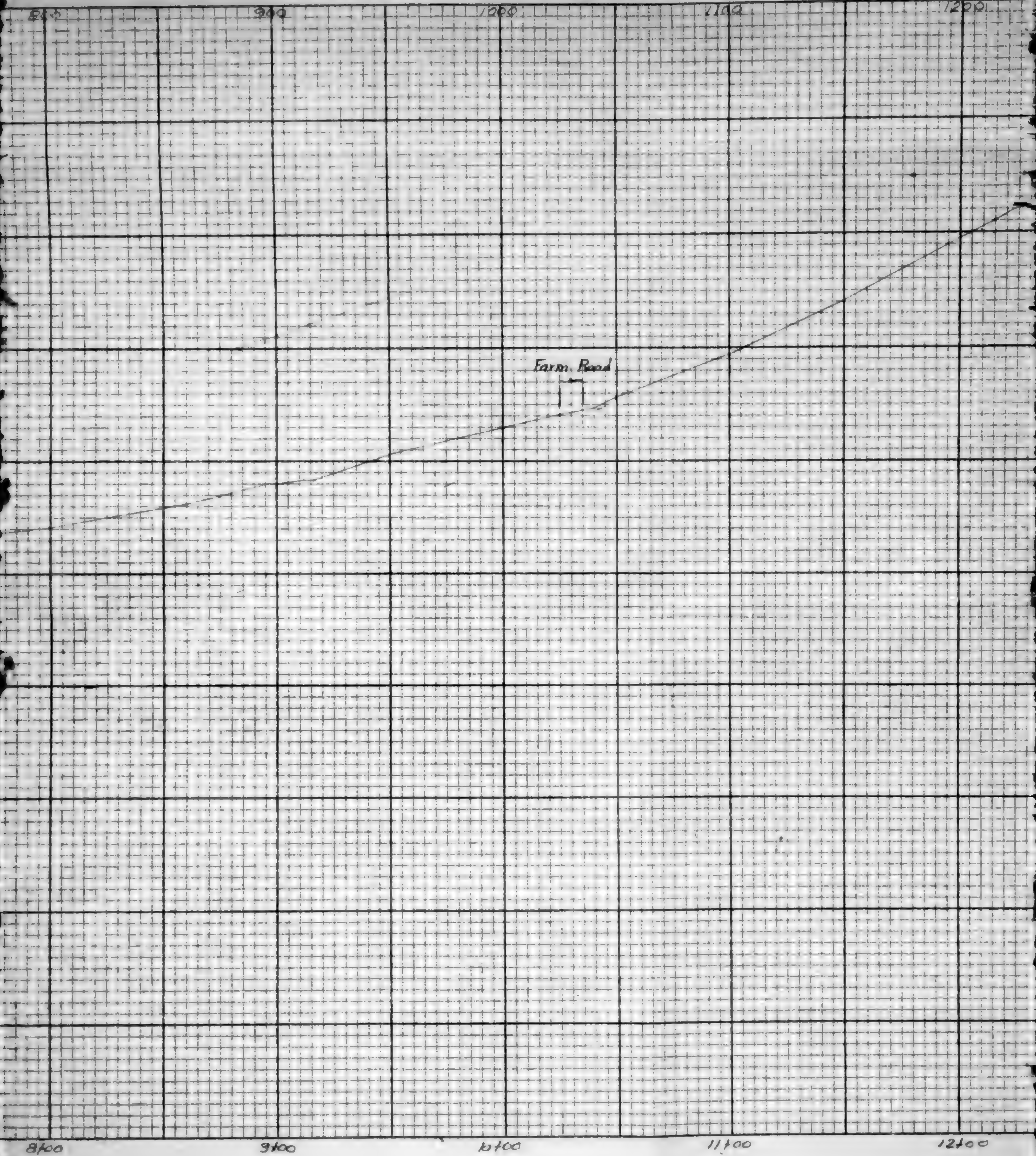
Scale 1" = 100 ft

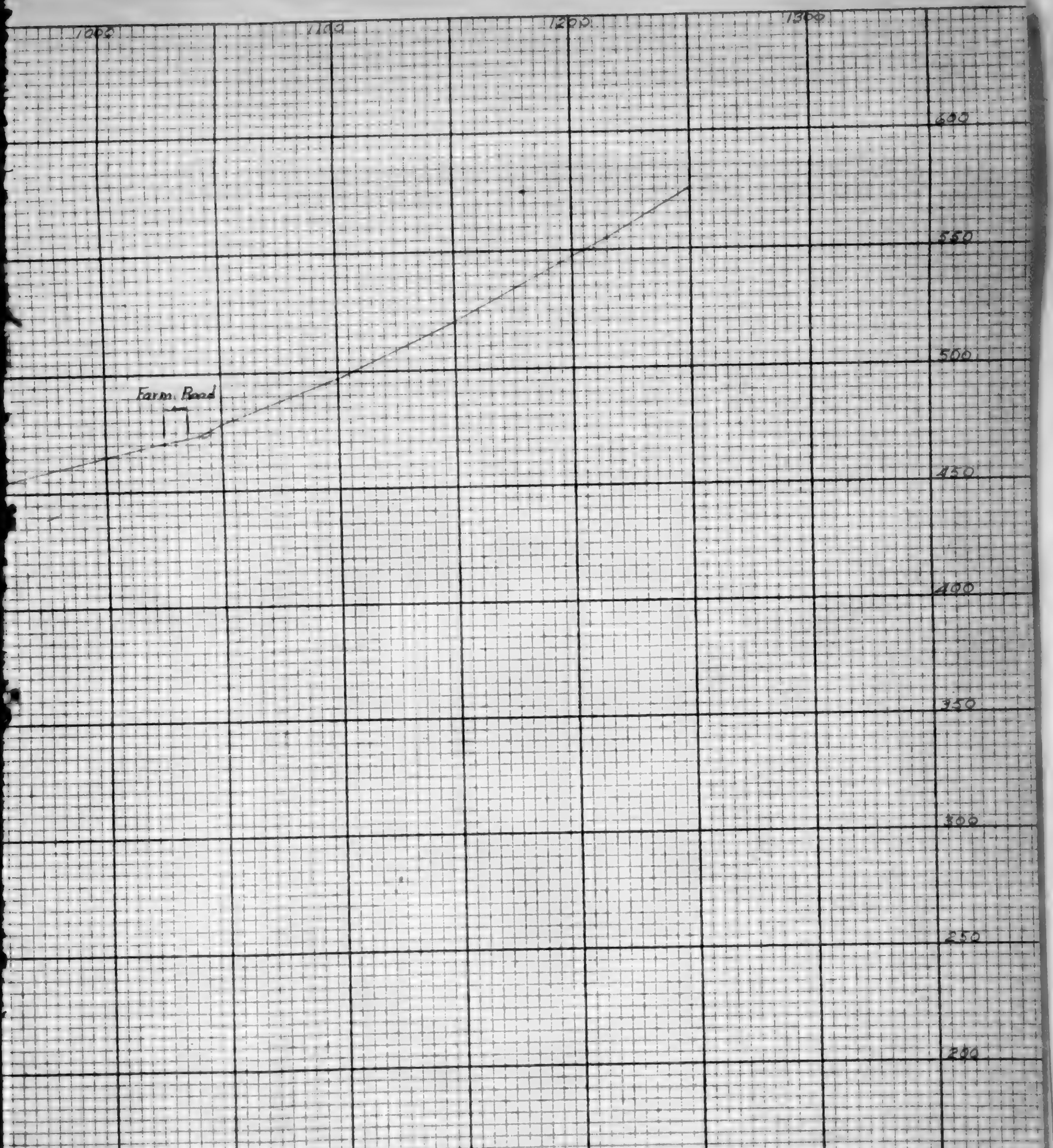


400
500
600
700
800
600
550
500
450
Creek
Creek
Army Haul Road
Creek
Creek
Creek
Creek
4+00
5+00
6+00
7+00
8+00

Scale 1" = 100 ft


400
500
600
700
850
600
550
500
45
Creek
Creek
Army Haul Road
Creek
Creek
Creek
Creek
4+00
5+00
6+00
7+00
8+00


800
900
1000
1100
1200
Farm Road
8+00
9+00
10+00
11+00
12+00


1000
1100
1200
1300
600
550
500
450
400
350
300
250
200
Farm Road
10+00
11+00
12+00
13+00

RECEIVED
APR 6 1961
FOR FILING

I-80N-3(19)84
5787

Salem, Oregon
February 24, 1961

The Dalles-Big Eddy Section
Interstate 80N

Mr. L. I. Lindas
Chief Counsel
OFFICE

During construction of this section, a large landslide has occurred south of the highway approximately opposite Station 2548 - 2550. The slide is undoubtedly the result of our roadbed excavations in the area. Located within the slide on U. S. Government property is a 12-inch domestic water line serving the U. S. Army Engineers' facility at The Dalles. The water line is new, having been activated about a month ago.

The slide has caused several breaks in the water line and destroyed its usefulness. It is the opinion of the Army Engineers and of our Construction Division that the water line should be relocated out of the slide area. This opinion is based on the following [redacted]

1. The Army Engineers believe that it must have the use of the facility by this summer.

2. Corrective measures necessary to stabilize the slide will involve grading work in the vicinity of the pipeline and would necessitate its relocation at that time.

3. We will do the necessary stabilization work at a future date and expect at that time to completely stabilize said slide; however, the large size of the slide (which covers about 16 acres) and economic considerations make it possible that the attempt at stabilization will not be entirely successful. If it is not and the slide takes further movement, the pipeline, if left in the slide area, would again be put out of service.

As yet, we do not have a firm estimate of the cost of the pipeline relocation work. The Army Engineers has stated in its letter (copy enclosed) that it will prepare plans and let a contract for the work. We are today writing to the Army Engineers with instructions to be followed under PPM 30-4 and expect that Bureau of

Public Roads' participation in the cost will be forthcoming if we follow the steps outlined above and, further, if we are on firm legal ground in accepting the liability for the cost of the relocation.

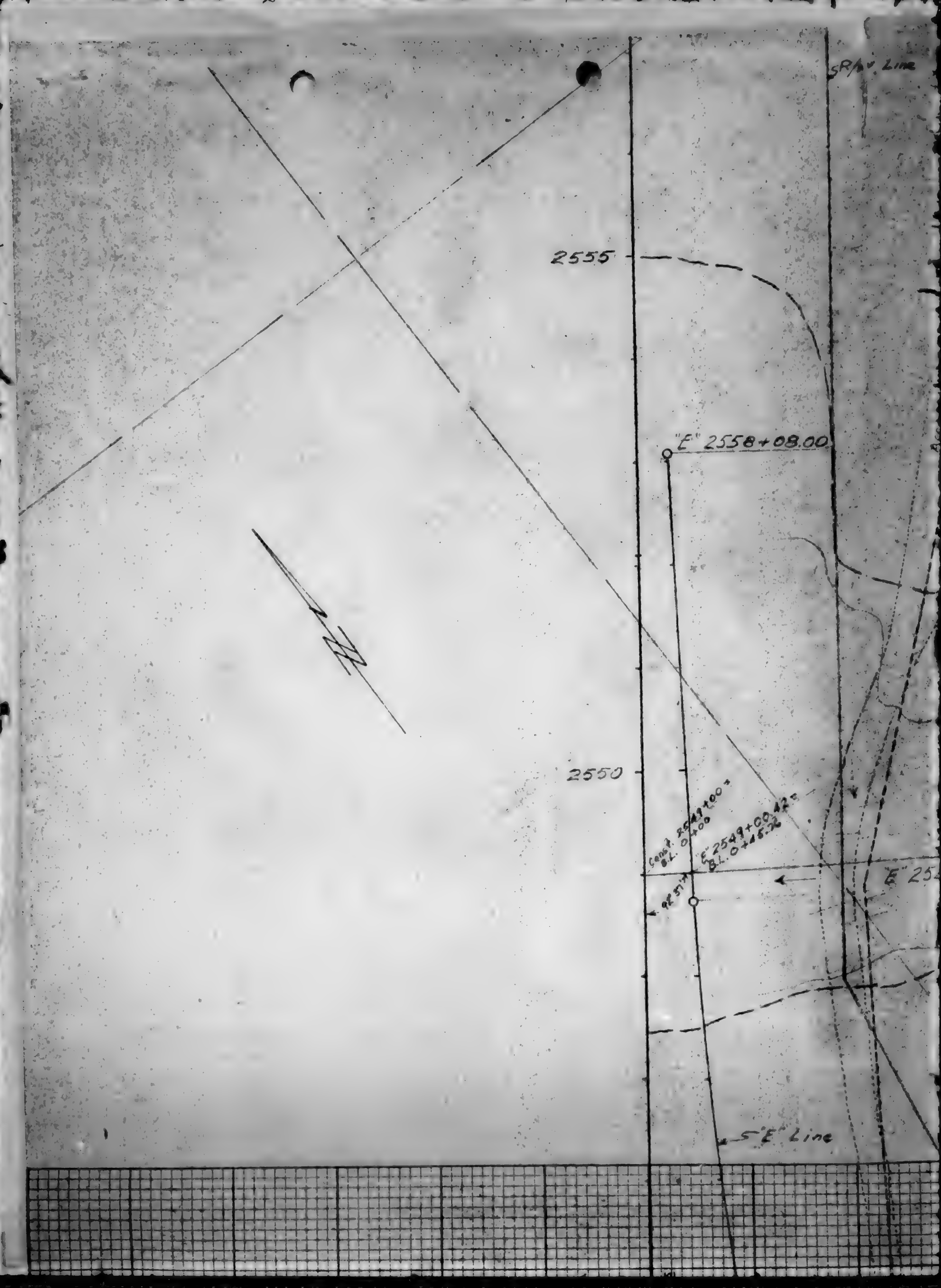
Will you please analyse the problem and provide us with a legal determination as to the extent of our liability. A sketch map showing the limits of the slide and the location of the pipeline is attached. For your information, the Bureau of Public Roads desires that your opinion be backed up by reference to state law or by reference to court decision.

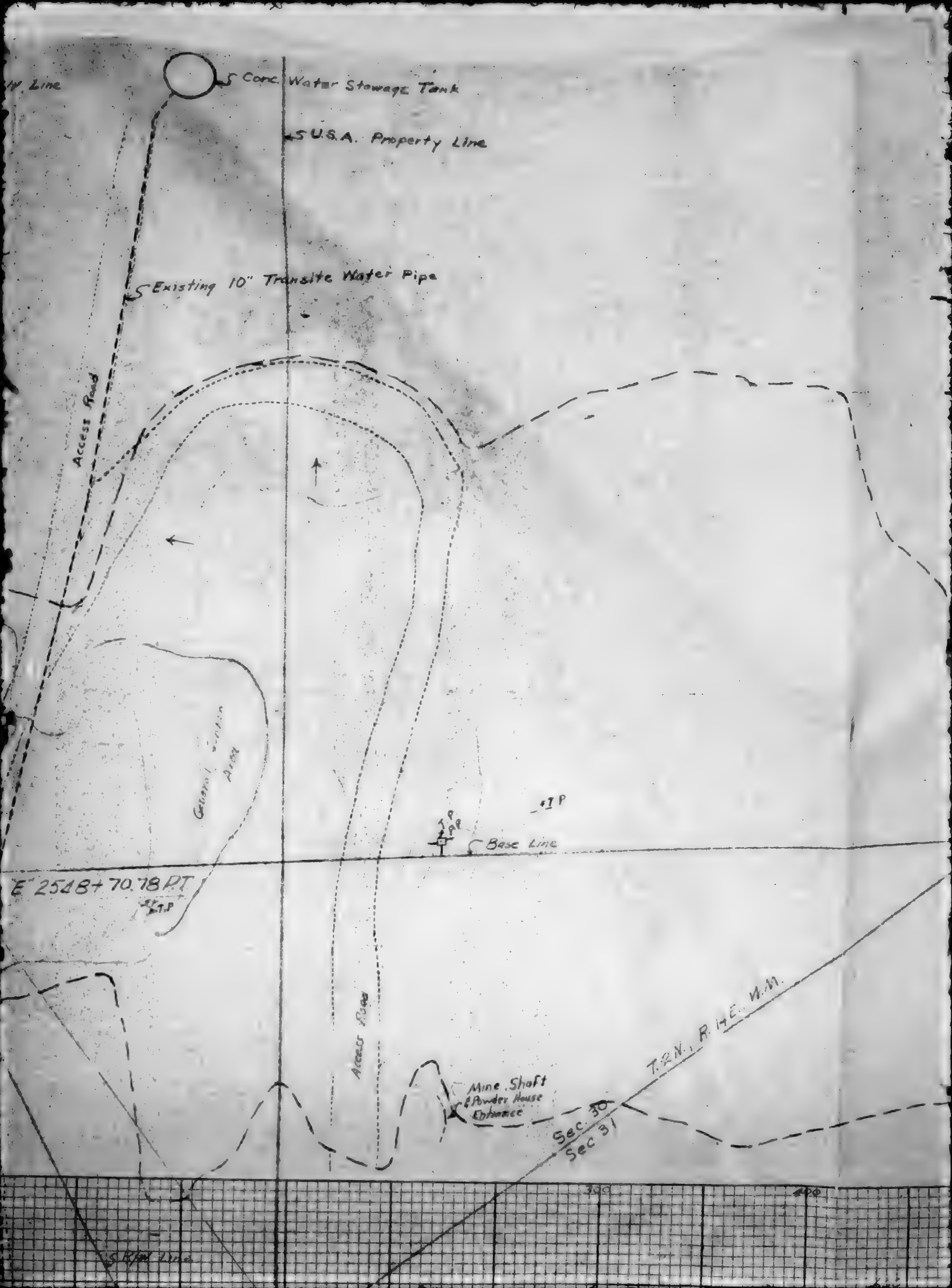
Forrest Cooper
Deputy State Highway Engineer

Attach.

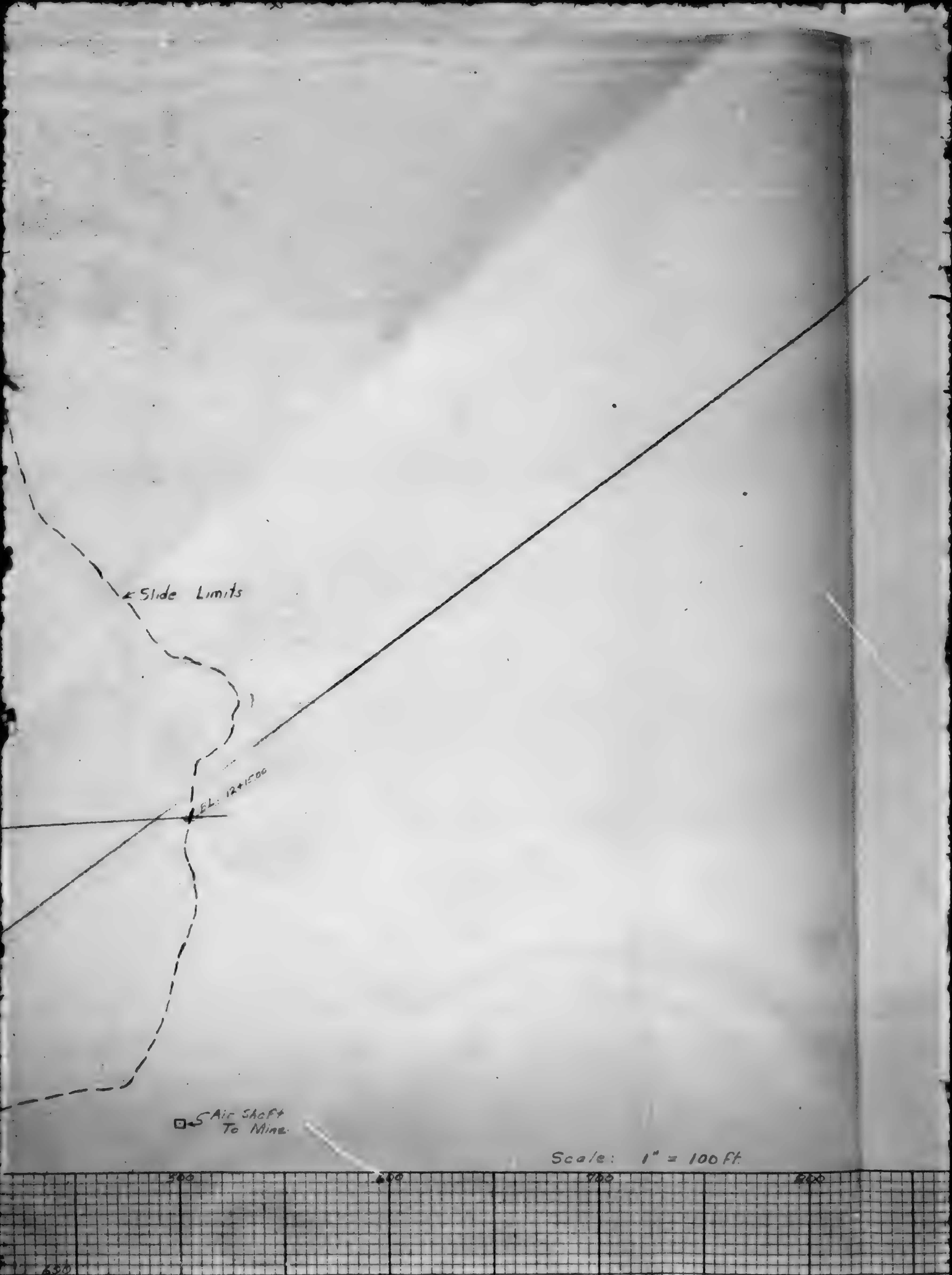
cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Dean Swift

FBK:fp fn


SR/w Line
2555
"E" 2558+08.00
2550
Const. 2549+00±
B.L. 0+00
"E" 2549+00.42±
B.L. 0+15.26
92.51±
"E" 25
5' "E" Line



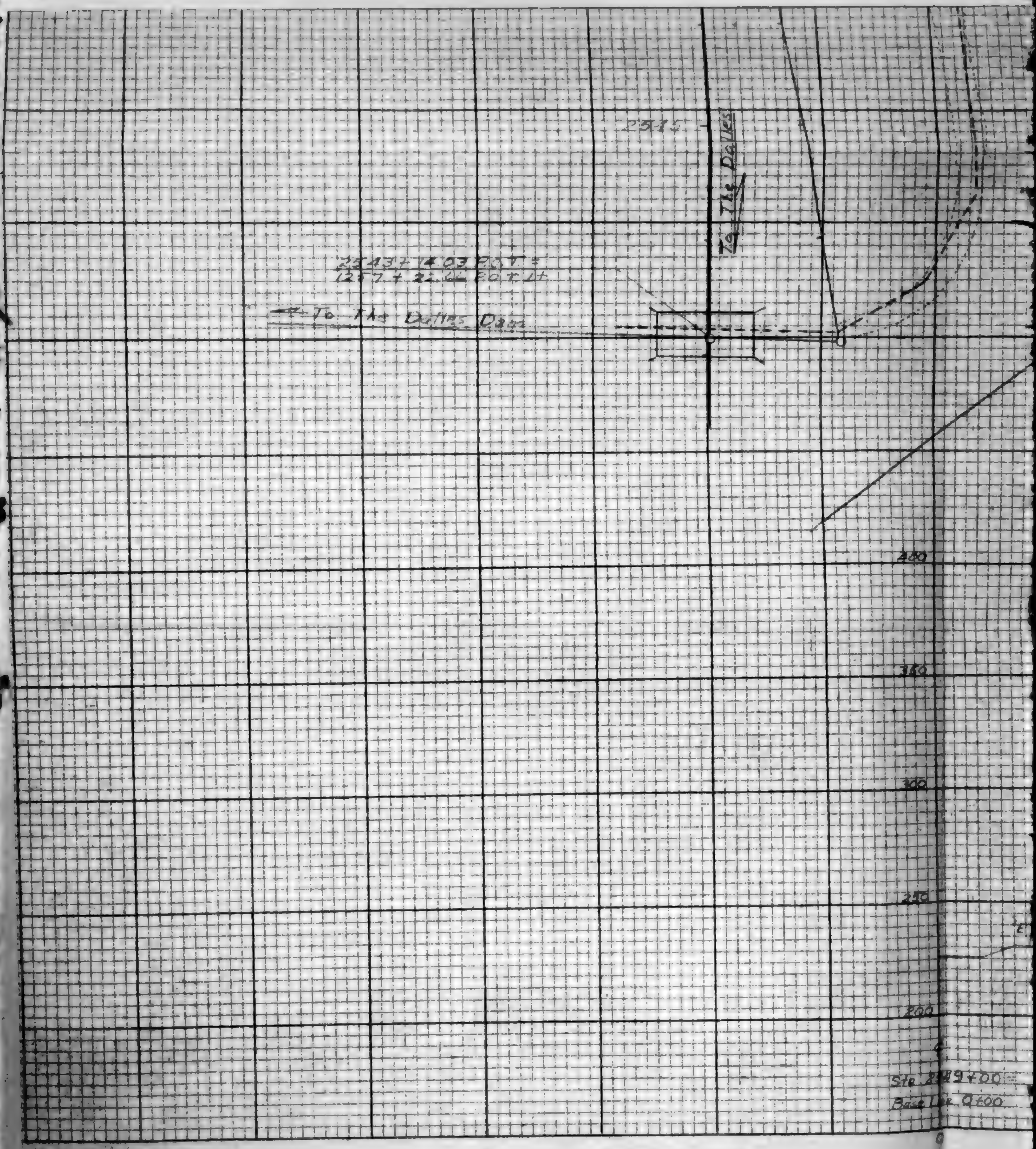
y Line
Conc. Water Stowage Tank
U.S.A. Property Line
Existing 10" Transite Water Pipe
Access Road
Gravel Storage Area
TP
TP
Base Line
E 2548+70.78 P.T.
TP
Access Road
Mine Shaft
& Powder House
Entrance
Sec. 30
Sec 31
T.2N., R.14E. W.M.
300
400
R/W Line

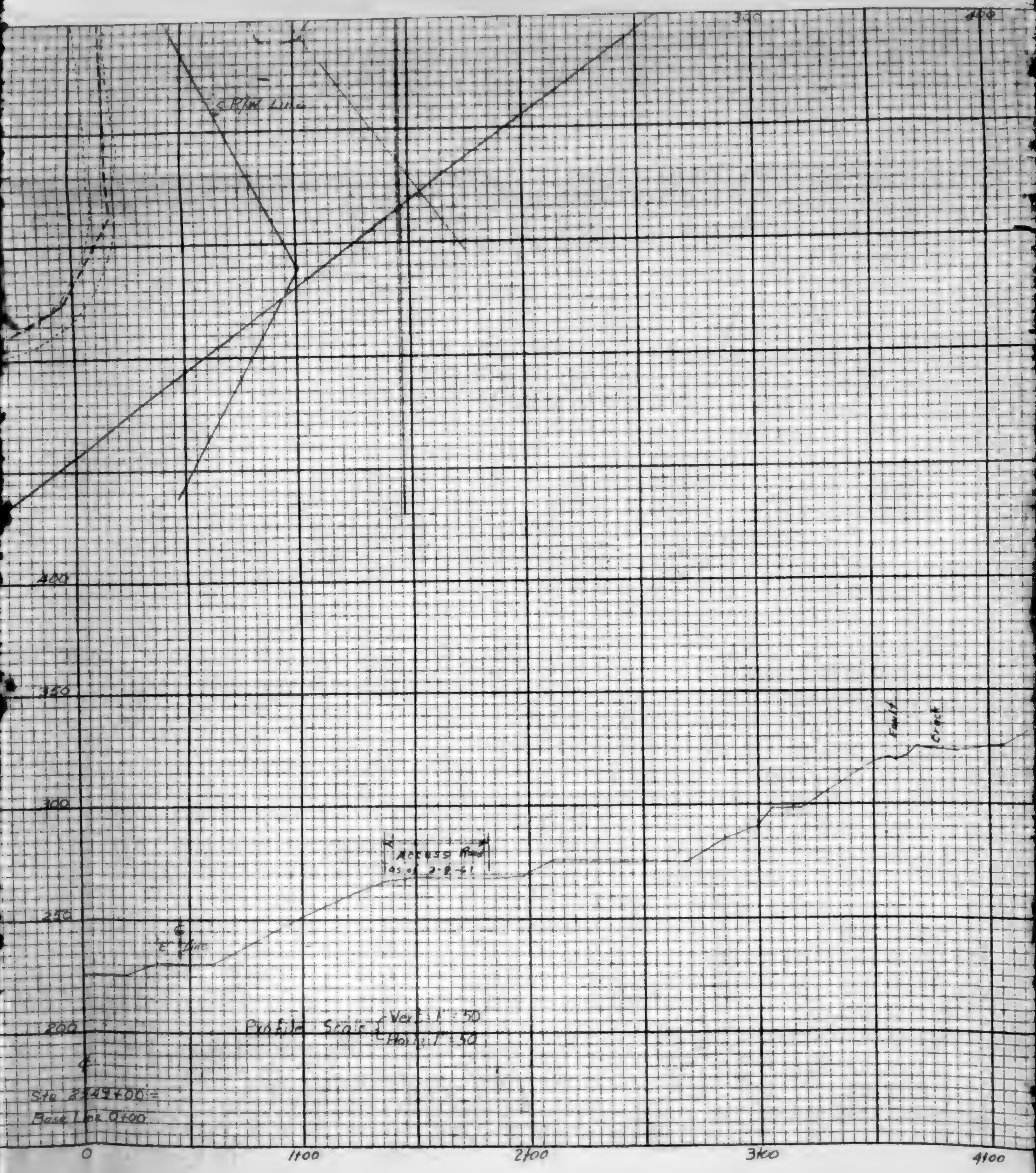

Slide Limits
EL: 12+15.00
Air Shaft To Mine
Scale: 1" = 100 Ft.
500
600
700
800
650

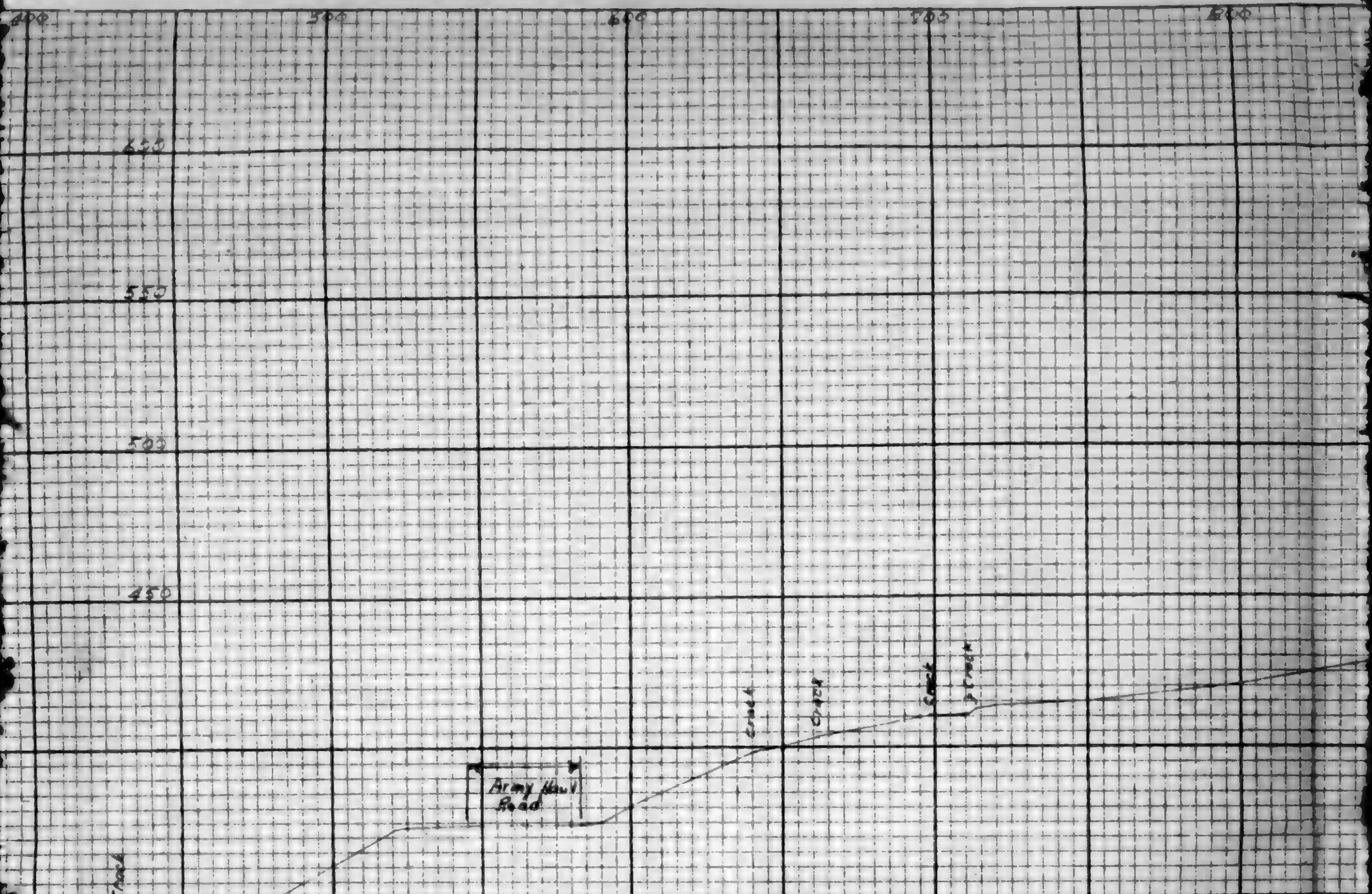
THE DALLES-BIG EDDY SECTION
COLUMBIA RIVER HIGHWAY
WASCO, COUNTY

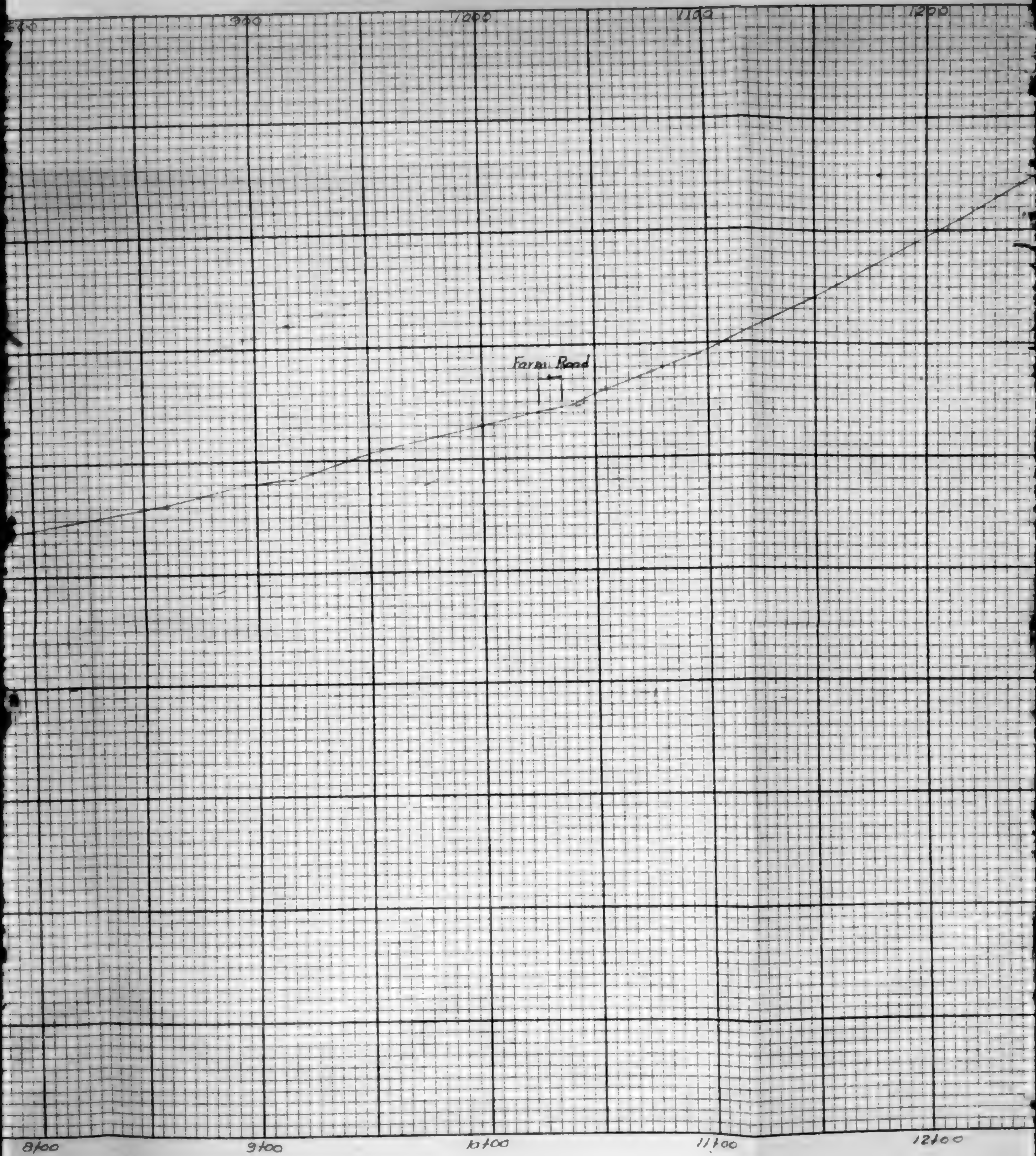
900
1000
1100
1200

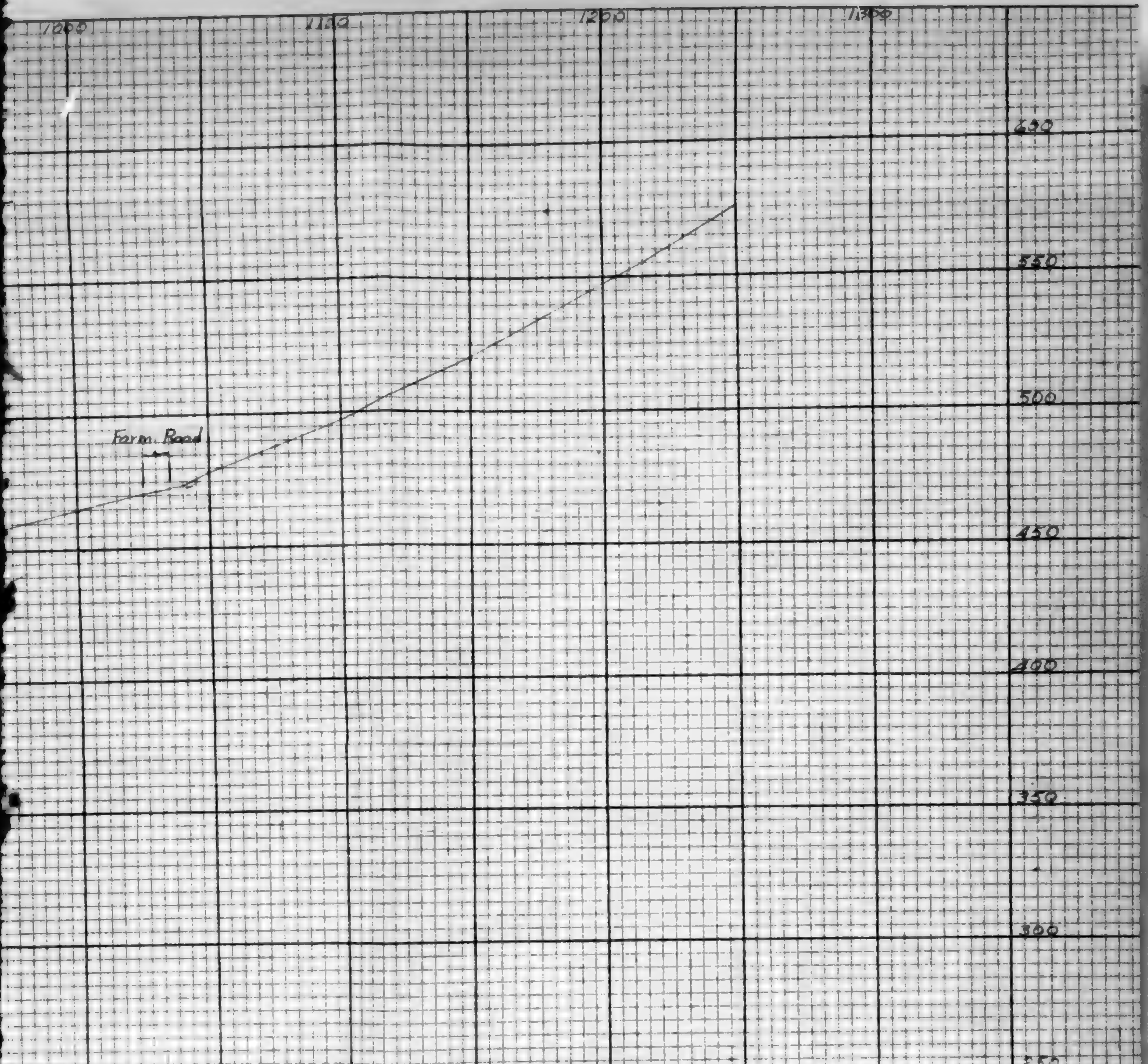
HE DALLES-BIG EDDY SECTION
COLUMBIA RIVER HIGHWAY
WASCO COUNTY


2345
To The Dalles
2343+14.03 P.O.T. =
1257+22.66 P.O.T. Lt
To The Dalles Dam
400
350
300
250
200
Sta 2249+00 =
Base Line 0+00

300
400
℄ R/W Line
400
350
300
250
200
Access Road
as of 2-8-61
Fault
Crack
℄ Line
℄
Profile Scale { Vert. 1" = 50
Hor. 1" = 50
Sta 2349+00 =
Base Line 0+00
0
1+00
2+00
3+00
4+00


400
500
600
700
800
600
550
500
450
Creek
Army Haul Road
Creek
Creek
Creek
Creek
4+00
5+00
6+00
7+00
8+00


800
900
1000
1100
1200
Farm Road
8+00
9+00
10+00
11+00
12+00


1000
1100
1200
1300
600
550
500
450
400
350
300
250
200
Farm Road
10+00
11+00
12+00
13+00

RECEIVED
FEB 17 1961
FOR FILING

I-80N-3(19)84

5787

February 15, 1961

Mr. Edward Seufert
c/o Eddy's Motel
The Dalles, Oregon

Dear Mr. Seufert:

As you probably know, I have discussed the frontage road matter in the vicinity of your motel with Judge Hunt and he has indicated that the County is not interested in this short section as a county road. Based on this premise, I am investigating to see what type of settlement may be proposed with respect to the road.

I have delayed this matter to see if the Construction Division can make a determination as to the amount and location of borrow that would be necessary for projects in the immediate vicinity as this might have a bearing on the proposal. Studies are under way at the moment and I should have something definite in the not-too-distant future.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. Tom Edwards - As soon as you can, please give me some "dope" on the borrow matter. I would like to get this thing unwound if possible. If it appears that there is going to be any substantial delay to getting the answers, please let me know.
Mr. L. I. Lindas

F.C.

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1960

SUBJECT: File No. 17107-L-1770
Seufert Frontage Road
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

To: Mr. G. E. Rohde
Assistant Counsel
OFFICE

Pursuant to your recent request, I have examined the above-mentioned file with a view toward determining our obligations under the following clause, set forth in a warranty deed from Edward Seufert and Ellen Seufert, husband and wife, to the State Highway Commission, recorded on March 1, 1955, in Volume 130, page 383, Deed Records of Wasco County:

> "Grantee shall build a frontage road within the boundaries of any present or hereafter acquired right of way on the Southeasterly side of the highway, and the Grantors, their heirs and assigns, shall have access to the frontage road at such places as may afford reasonable and safe connections. Said frontage road shall be connected to the relocated Columbia River Highway at Highway Engineer's center line Station 1174+00 and continue Easterly to a connection with The Dalles-California Highway. Grantor shall surface and maintain said frontage road until such time as the State constructs a standard pavement thereon, at which time the maintenance of said frontage road will become an obligation of the State."

The "Final Report on Real Property Negotiations," dated December 7, 1955, reveals that no money changed hands in this transaction, but that the Seuferts agreed, as the basis of settlement, to trade 8.2 acres of land and a 1250 square foot slope easement for the State's obligation to construct the aforesaid frontage road.

It is apparent from the attached letter that the Seuferts' attorneys are laboring under the impression that the State has failed to commence construction of said frontage road and has done nothing whatever towards satisfaction of its obligation. The fact of the matter is that, pursuant to contract No. 4413, construction of the frontage road was completed on June 25, 1955, at a cost of $17,332.

Mr. Swift's letter of June 7, 1960, indicates that the question of paving the frontage road is the real matter of concern to the Seuferts. The deed requires the Seuferts to "surface and maintain said frontage road until such time as the State constructs a standard pavement thereon, at which time the maintenance of said frontage road will become an obligation of the State." I have been unable to find anything in the file, or elsewhere, which elaborates upon this language; nor have I found record of any promise or assurance that the frontage road would, in fact, be paved by the State at any fixed or determinable future date. In his letter of April 27, 1960, Mr. Wright suggests that, at one time, there may have been a plan or proposal to pave the frontage road for use as a detour. However, he further states that any such proposal has long since been abandoned and that we have no plans at present to pave said road. I am informed that it would cost approximately $30,000 to pave the road with asphaltic concrete. This expense, added to the $17,332 already expended for the road's construction, strikes me as a rather unreasonable price to pay for a slope easement and 8.2 acres of land. Consequently, it seems unlikely that it was ever contemplated or understood that we should pave the frontage road for the sole use of the Seuferts.

I would suggest that we apprise the Seuferts' attorneys of the fact that the frontage road has been constructed and advise them that we regard our obligation as satisfied until such time as our needs require the construction of a standard pavement thereon. I harbor no illusions that this will solve our problem; however, it may take some of the wind out of their sails and, perhaps, elicit further information from which we may determine what, if any, promises were made to the Seuferts during the negotiation process.

Ted E. Barbera
TED E. BARBERA
Staff Attorney

TEB:bjk

FORM E-30 ... 7-59 23184

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 20, 1960
Salem, Oregon

SUBJECT: File No. 17107 - L-1770 - Seufert
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

To: MEMORANDUM TO FILE

Att. W. Wright

REFERRED
TO
FOR
G. E. RC...E

NOTED
W. T. WRIGHT

During discussion with Mr. Sawyer, D. M. S. at The Dalles, relative to access provisions on The Dalles-Big Eddy section of the Columbia River Highway, the question of completion of the frontage road on the Seufert tract was raised. According to Mr. Sawyer, Mr. Seufert has been inquiring as to when the State is going to pave and maintain the frontage road previously graded by the department and lying within the right of way. Mr. Sawyer expressed the opinion that if the State was so obligated, it would be well to include such work in the contract for The Dalles-Big Eddy Section.

After discussing this aspect with Mr. Wright and Mr. Barbee and after an examination of the file to ascertain the extent of the State's obligation, I arrived at the following conclusions:

1. On August 12, 1954 the writer signed Edward and Ellen Seufert to an option acquiring 5.80 acres, 150 feet in width on the southeasterly side of the center line of the Columbia River Highway. Consideration was the construction for the grantors of a service road from The Dalles-California Highway southwesterly to the grantors easterly property line; thence, parallel and adjacent to the right of way described in Parcel #1 to Station 1189+00. Said service road to be constructed twenty feet wide with eight inches of gravel. Road to be constructed prior to May 1, 1955. (This would have been constructed on Seufert property, except where it was tied into The Dalles-California Highway.)

2. Subsequently, on November 9, 1954 another option was taken by the writer. The area had been increased to 8.2 acres and the roadway began at Station 1185+00 instead of 1889+00 - also 20 feet in width and gravel to a depth of eight inches. (The exact reason for this change, whether for a necessary future public frontage road or to extend the roadway, escapes me!)

ERRED 1·21·60
Rohde
Opinion as to our

3. On December 2, 1954 the third option was received of Seufert for 8.2 acres and in addition an easement for embankment slope. The roadway was lengthened to Station 1174+00 but the grantor, Seufert, was to surface and maintain the same until the State constructs a standard pavement at which time, the maintenance of the frontage road will become an obligation of the State. This option superseded the previous two options.

It seems clear that we believed construction of a public frontage road would be necessary. Whether this can be construed as an obligation, a right, or a dichotomy of sorts would necessitate a legal opinion, I believe.

Alan Gemmell
Staff Appraiser

AG:KE

File No. 17107
L.1770

WARRANTY DEED
(Individual)

Know All Men by These Presents, That we, Edward Seufert and Ellen Seufert, husband and wife, grantors, for the consideration of the sum of One and no/100 ($1.00) and other valuable consideration DOLLARS to us paid, have bargained and sold and by these presents do bargain, sell and convey unto the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, the following described premises, to wit: PARCEL 1: A parcel of land lying in the Northeast quarter of the Northeast quarter (NE¼ NE¼) and Lot 3, Section 1, Township 1 North, Range 13 East and Lot 1 of Section 36, Township 2 North, Range 13 East, W.M., Wasco County, Oregon. The said parcel being that portion of said subdivisions included in a strip of land 200 feet in width, on the Southeasterly side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 74+00, said Station being 199 feet South and 85 feet West of the Northeast corner of the W. C. Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M.; thence North 63° 46' East 314.88 feet to Station 77+14.88 Bk. equals 1166+75.01 Ah.; thence on a spiral curve left (the long chord of which bears North 62° 36' East) 400 feet; thence on a 3274.05 foot radius curve left (the long chord of which bears North 55° 18' East) 567.62 feet; thence on a spiral curve left (the long chord of which bears North 48° 00' East) 400 feet; thence North 56° 50' East 193.99 feet; thence on a 9549.3 foot radius curve left (the long chord of which bears North 40° 55' 30" East) 1969.44 feet to Station 1202+06.06. Said center line crossing the South line of said Lot 3, Section 1 and the East line of said Lot 1, Section 36 approximately at Stations 77+00 and 1193+20, respectively.

The parcel of land to which this description applies contains 11.0 acres of which 2.8 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 8.2 acres lie outside of the existing right of way.

As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future, or potential common law or statutory easements of access between the right of way of the public way identified as the relocated Columbia River Highway and all of the Grantors' remaining real property consisting of all parcels contiguous one to another, whether acquired by separate conveyances or otherwise, all of which parcels either adjoin the real property conveyed by this instrument, or are connected thereto by other parcels owned by Grantors.

Grantee shall build a frontage road within the boundaries of any present or hereafter acquired right of way on the Southeasterly side of the highway, and the Grantors, their heirs and assigns, shall have access to the frontage road at such places as may afford reasonable and safe connections. Said frontage road shall be connected to the relocated Columbia River Highway at Highway Engineer's center line Station 1174+00 and continue Easterly to a connection with The Dalles-California Highway. Grantor shall surface and maintain said frontage road until such time as the State constructs a standard pavement thereon, at which time the maintenance of said frontage road will become an obligation of the State.

It is expressly intended that these covenants, burdens and restrictions shall run with the land and shall forever bind the Grantors, their heirs and assigns.

PAR. 2: There is also granted the right, privilege and easement for the construction and maintenance of roadway embankment slopes on that portion of the following described rectangular parcel of property lying within Section 36, Township 2 North, Range 13 East and Section 1, Township 1 North, Range 13 East, W.M.

Beginning at a point on the Southeasterly line of Parcel 1 which point is opposite and 200 feet distant (when measured at right angles to) Engineer's Station 1190+50; thence Southeasterly perpendicular to said center line a distance of 25 feet; thence Northeasterly parallel to said center line a distance of 50 feet; thence Northwesterly perpendicular to said center line a distance of 25 feet; thence Southwesterly parallel to said center line a distance of 50 feet to the point of beginning, containing 800 square feet. Nothing in this paragraph contained shall be construed to convey fee title to the land used for slope purposes nor to prevent Grantors from the full use and dominion thereover; provided, however, that such use shall not be permitted to damage or destroy lateral support to the highway, and provided further that nothing herein contained shall grant to the State of Oregon, by and through its State Highway Commission, the right to excavate beneath existing buildings or deposit fill materials against existing buildings above the top of the foundations thereof.

(Individual)

Know All Men by These Presents, That we, Edward Seufert and Ellen Seufert, husband and wife, grantors, for the consideration of the sum of One and No/100 ($1.00) and other valuable consideration DOLLARS to us paid, have bargained and sold and by these presents do bargain, sell and convey unto the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, the following described premises, to wit: PARCEL 1: A parcel of land lying in the Northeast quarter of the Northeast quarter (NE¼ NE¼) and Lot 3, Section 1, Township 1 North, Range 13 East and Lot 1 of Section 36, Township 2 North, Range 13 East, W.M., Wasco County, Oregon. The said parcel being that portion of said subdivisions included in a strip of land 200 feet in width, on the Southeasterly side of the center line of the Columbia River highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 74+00, said Station being 199 feet South and 85 feet West of the Northeast corner of the W. C. Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M.; thence North 63° 46' East 314.88 feet to Station 77+14.88 Bk. equals 1166+75.01 Ah.; thence on a spiral curve left (the long chord of which bears North 62° 36' East) 400 feet; thence on a 3274.05 foot radius curve left (the long chord of which bears North 55° 18' East) 567.62 feet; thence on a spiral curve left (the long chord of which bears North 48° 00' East) 400 feet; thence North 56° 50' East 193.99 feet; thence on a 9549.3 foot radius curve left (the long chord of which bears North 40° 55' 30" East) 1969.44 feet to Station 1202+06.06. Said center line crossing the South line of said Lot 3, Section 1 and the East line of said Lot 1, Section 36 approximately at Stations 77+00 and 1193+20, respectively.

The parcel of land to which this description applies contains 11.0 acres of which 2.8 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 8.2 acres lie outside of the existing right of way.

As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future, or potential common law or statutory easements of access between the right of way of the public way identified as the relocated Columbia River Highway and all of the Grantors' remaining real property consisting of all parcels contiguous one to another, whether acquired by separate conveyances or otherwise, all of which parcels either adjoin the real property conveyed by this instrument, or are connected thereto by other parcels owned by Grantors.

Grantee shall build a frontage road within the boundaries of any present or hereafter acquired right of way on the Southeasterly side of the highway, and the Grantors, their heirs and assigns, shall have access to the frontage road at such places as may afford reasonable and safe connections. Said frontage road shall be connected to the relocated Columbia River Highway at Highway Engineer's center line Station 1174+00 and continue Easterly to a connection with The Dalles-California Highway. Grantor shall surface and maintain said frontage road until such time as the State constructs a standard pavement thereon, at which time the maintenance of said frontage road will become an obligation of the State.

It is expressly intended that these covenants, burdens and restrictions shall run with the land and shall forever bind the Grantors, their heirs and assigns.

PAR. 2: There is also granted the right, privilege and easement for the construction and maintenance of roadway embankment slopes on that portion of the following described rectangular parcel of property lying within Section 36, Township 2 North, Range 13 East and Section 1, Township 1 North, Range 13 East, W.M.

Beginning at a point on the Southeasterly line of Parcel 1 which point is opposite and 200 feet distant (when measured at right angles to) Engineer's Station 1190+50; thence Southeasterly perpendicular to said center line a distance of 25 feet; thence Northeasterly parallel to said center line a distance of 50 feet; thence Northwesterly perpendicular to said center line a distance of 25 feet; thence Southwesterly parallel to said center line a distance of 50 feet to the point of beginning, containing 800 square feet. Nothing in this paragraph contained shall be construed to convey fee title to the land used for slope purposes nor to prevent Grantors from the full use and dominion thereover; provided, however, that such use shall not be permitted to damage or destroy lateral support to the highway, and provided further that nothing herein contained shall grant to the State of Oregon, by and through its State Highway Commission, the right to excavate beneath existing buildings or deposit fill materials against existing buildings above the top of the foundations thereof.

TO HAVE AND TO HOLD the said premises with their appurtenances, in fee simple, unto the said State of Oregon, by and through its State Highway Commission, its successors and assigns forever.

And we the said grantors do hereby covenant to and with the said State of Oregon, by and through its State Highway Commission, its successors and assigns, that we are the owners in fee simple of said premises; that they are free from all incumbrances

and that we will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 10th day of February, 1955

Done in presence of:

	Edward Seufert /s/ [SEAL]
	Ellen Seufert /s/ [SEAL]

Form E12s—7½M—10-53

Warranty Deed
(Individual)

FROM

TO

STATE OF OREGON
BY AND THROUGH ITS
STATE HIGHWAY COMMISSION

STATE OF OREGON,
County of .... } ss.

I certify that the within was received at .... o'clock ....m. on the .... day of ...., 19...., and duly recorded by me in .... County Records, Book of Deeds, Volume ...., Page ....

County Clerk or Recorder

By ...., Deputy

Return to
OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

State Printing 70313

STATE OF OREGON,
County of Wasco } ss.

On this 10th day of February, 1955, personally came before me, a Notary Public in and for said county and state, the within named Edward Seufert and Ellen Seufert, his wife, to me personally known to be the identical persons described in, and who executed, the within instrument, and who each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

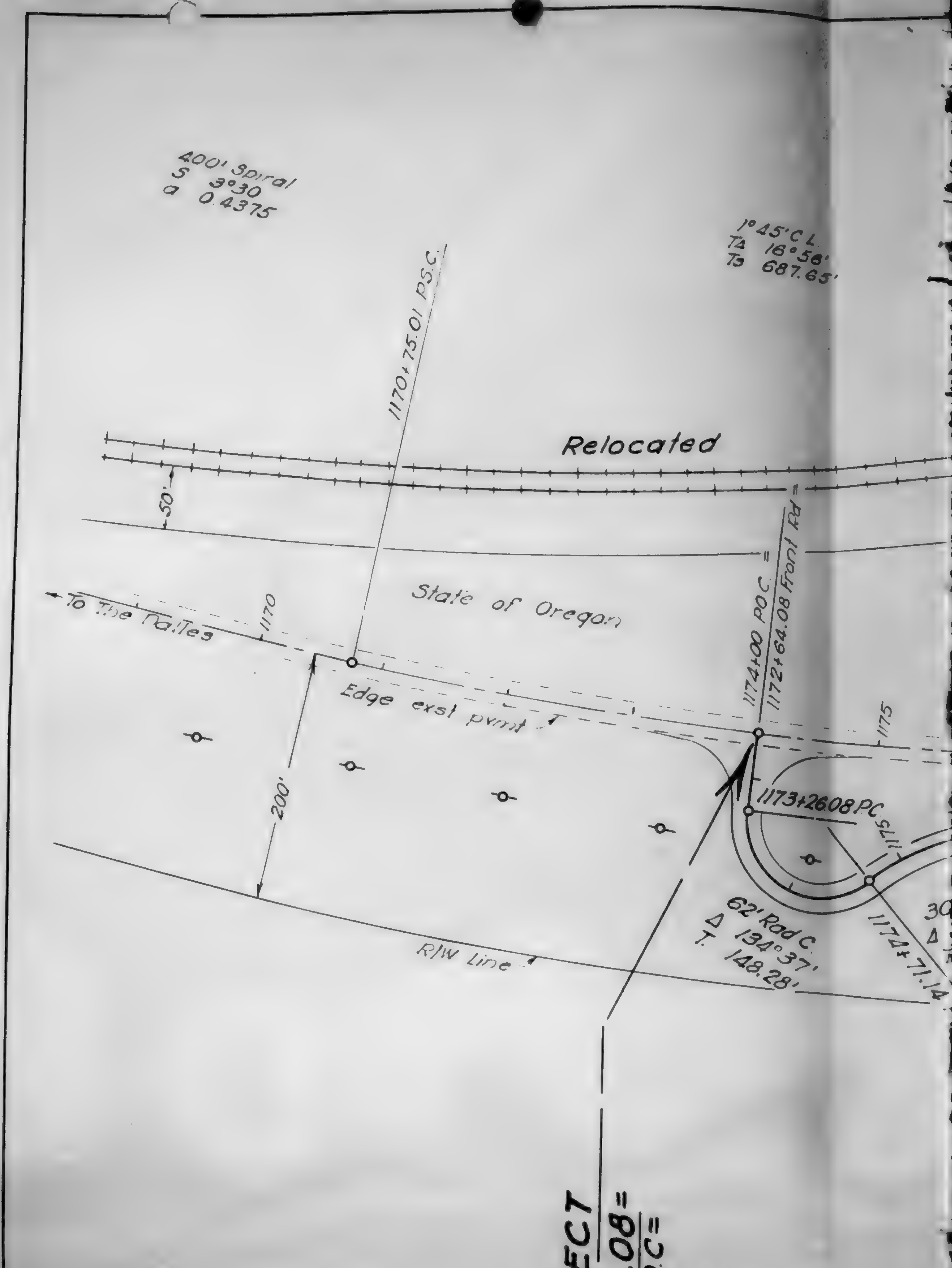
Witness my hand and official seal the day and year last above written.

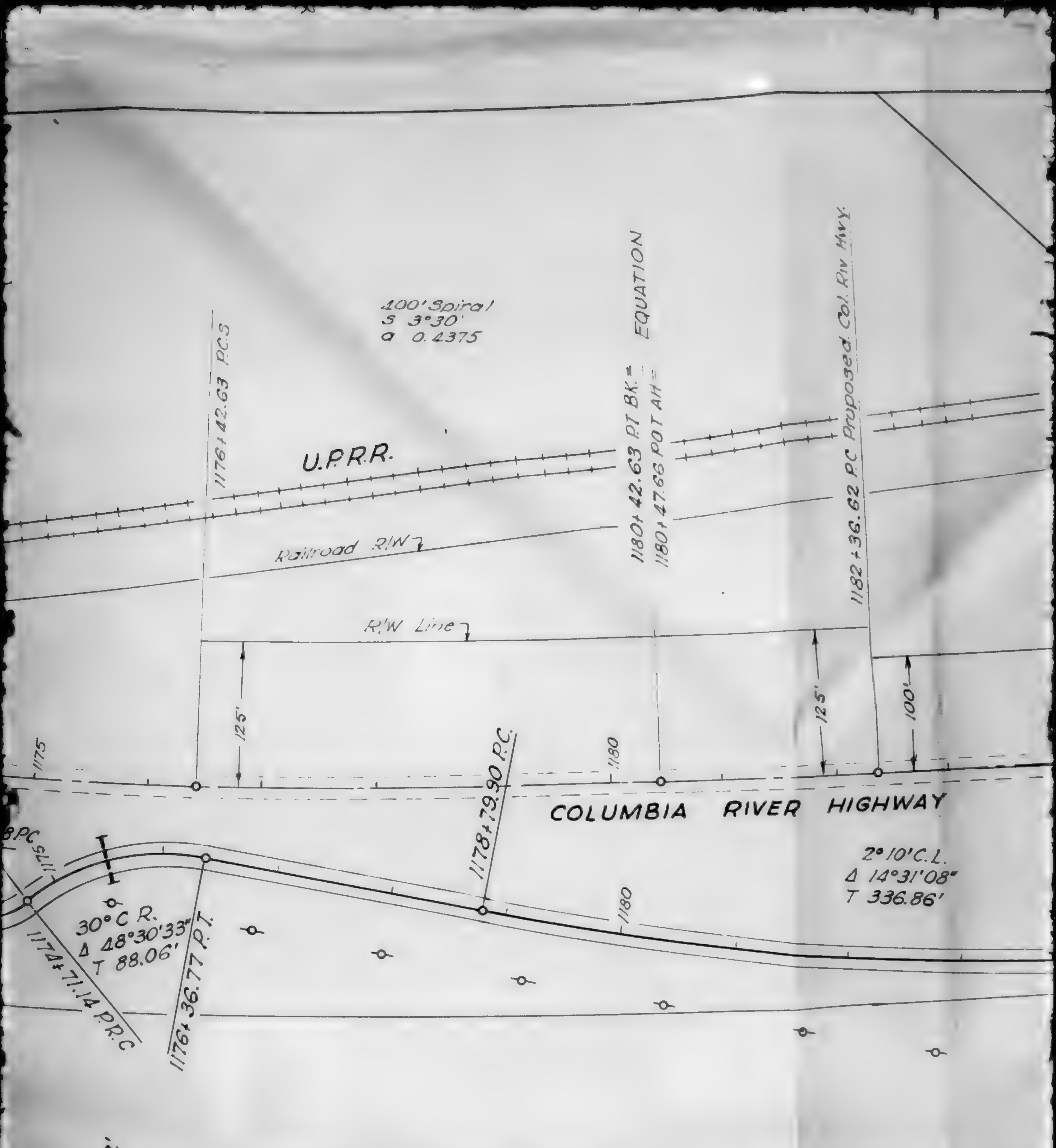
Thomas R. Hudson /s/ Notary Public for Oregon

My commission expires August 7, 1955

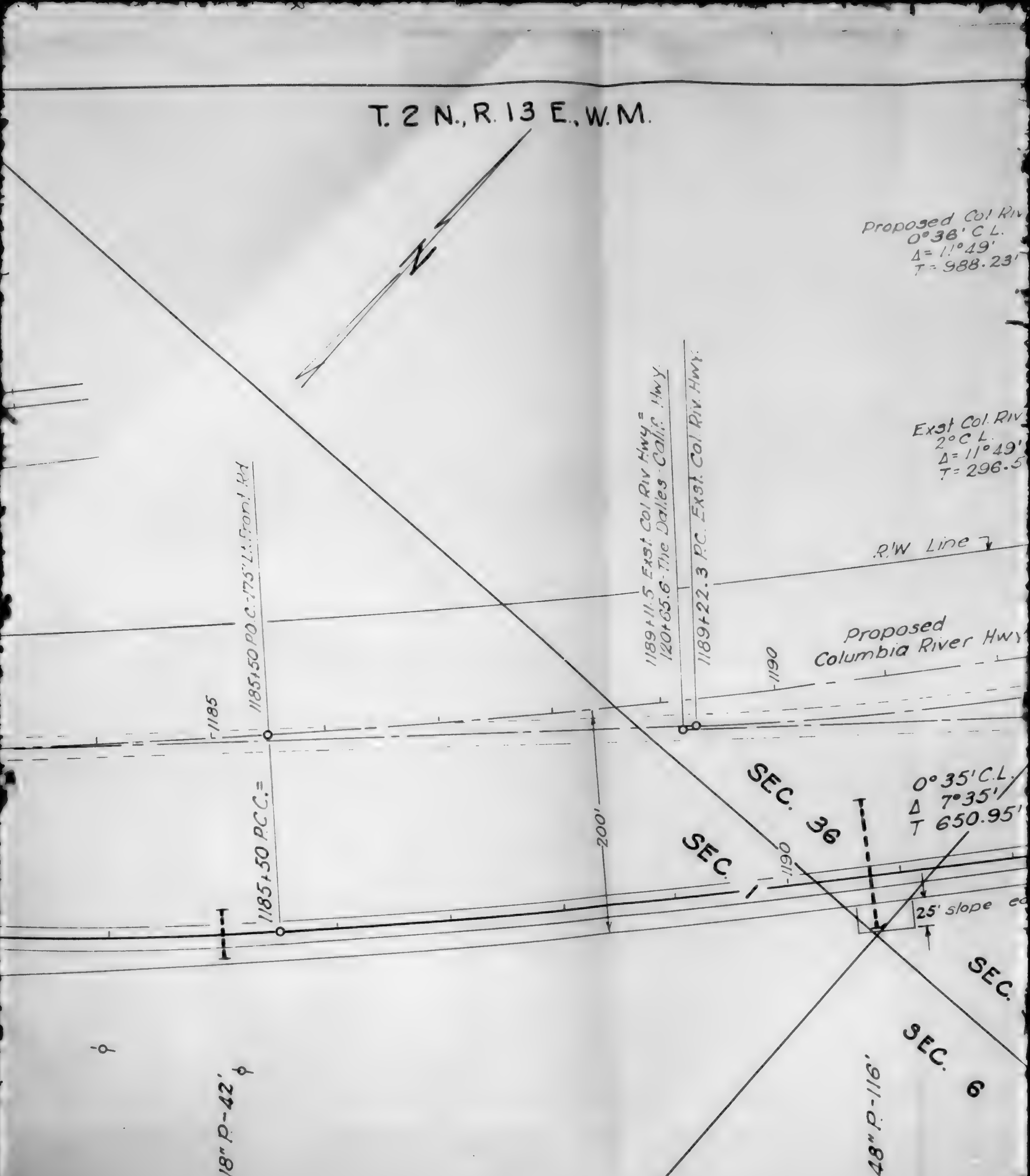
(S E A L)

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE


400' Spiral
S 3°30
a 0.4375
1°45' C.L.
TΔ 16°56'
Ts 687.65'
1170+75.01 P.S.C.
Relocated
50'
State of Oregon
← To The Dalles
1170
Edge exst pvmt
1174+00 P.O.C. =
1172+64.08 Front Rd =
1175
1173+26.08 P.C.
1175
200'
62' Rad C.
Δ 134°37'
T. 148.28'
1174+71.14
30
Δ
R/W Line
OF PROJECT
TA. 1172+64.08=
A. 1174+00 P.O.C=



400' Spiral
S 3°30'
a 0.4375
1176+42.63 P.C.S
1180+42.63 P.T. BK.=
1180+47.66 P.O.T. AH=
EQUATION
1182+36.62 P.C. Proposed Col. Riv. Hwy.
U.P.R.R.
Railroad R/W
R/W Line
125'
125'
100'
1175
1180
1178+79.90 P.C.
COLUMBIA RIVER HIGHWAY
2°10' C.L.
Δ 14°31'08"
T 336.86'
8 P.C.
1175
30° C R.
Δ 48°30'33"
T 88.06'
1174+71.14 P.R.C.
1176+36.77 P.T.
1180
+50-Insl. 18" P - 42'

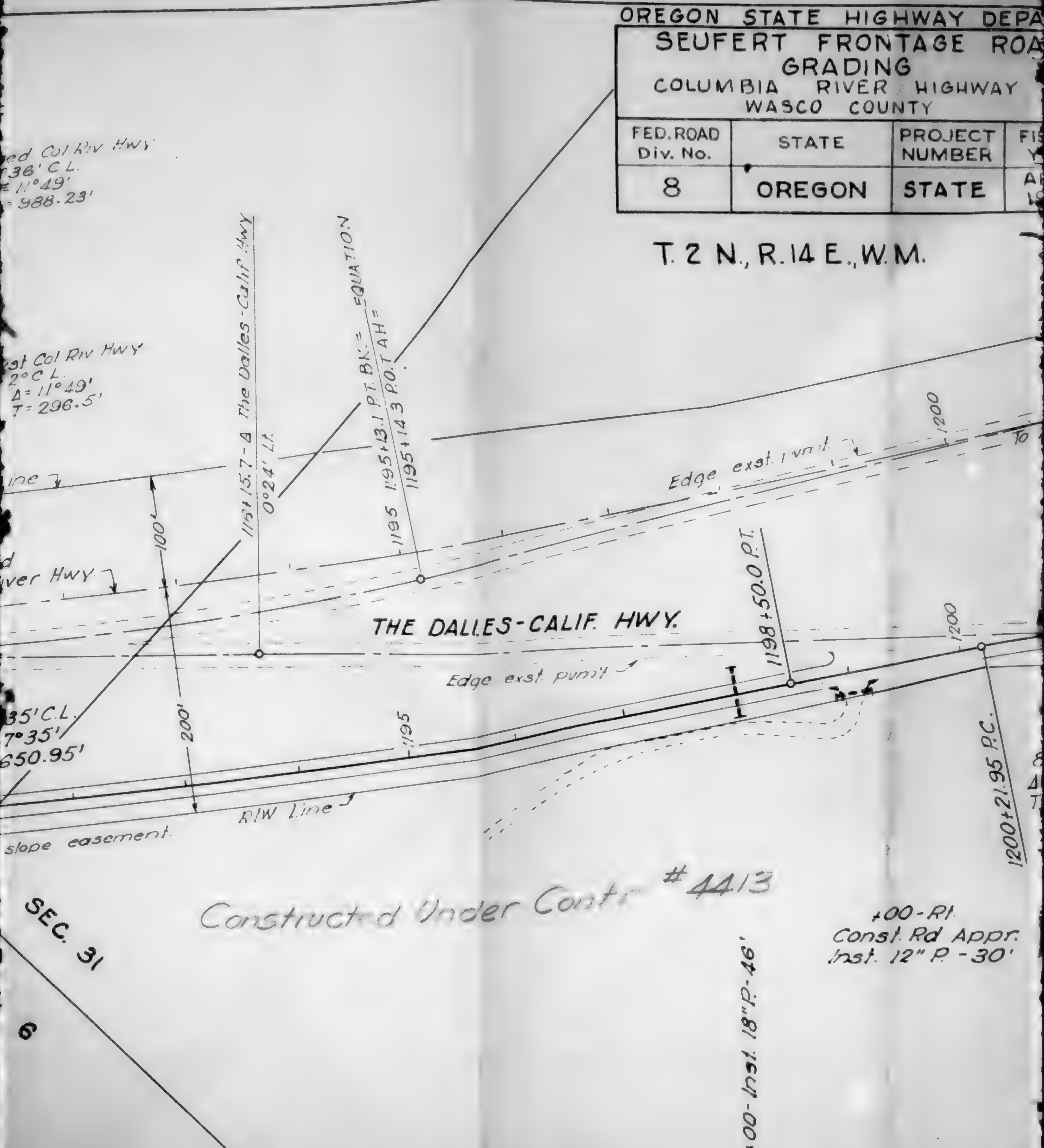

T. 2 N., R. 13 E., W.M.
N
Proposed Col Riv
0°38' C.L.
Δ = 11°49'
T = 988.23'
Exst Col. Riv
2° C L.
Δ = 11°49'
T = 296.5
R/W Line
1189+11.5 Exst Col Riv Hwy =
120+65.6 The Dalles-Calif. Hwy
1189+22.3 P.C. Exst. Col. Riv. Hwy
1185+50 P.O.C. 175' Lt. Front. Rd
1185
1190
Proposed
Columbia River Hwy
SEC. 36
SEC. 1
SEC.
SEC. 6
200'
1185+50 P.C.C. =
1185+50 P.C.C.
0°35' C.L.
Δ 7°35'
T 650.95'
25' slope e
1190
+00-Inst. 18" P-42'
+77-Inst. 48" P-116'

OREGON STATE HIGHWAY DEPA

SEUFERT FRONTAGE ROA
GRADING
COLUMBIA RIVER HIGHWAY
WASCO COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FIS Y
8	OREGON	STATE	A L

T. 2 N., R. 14 E., W.M.



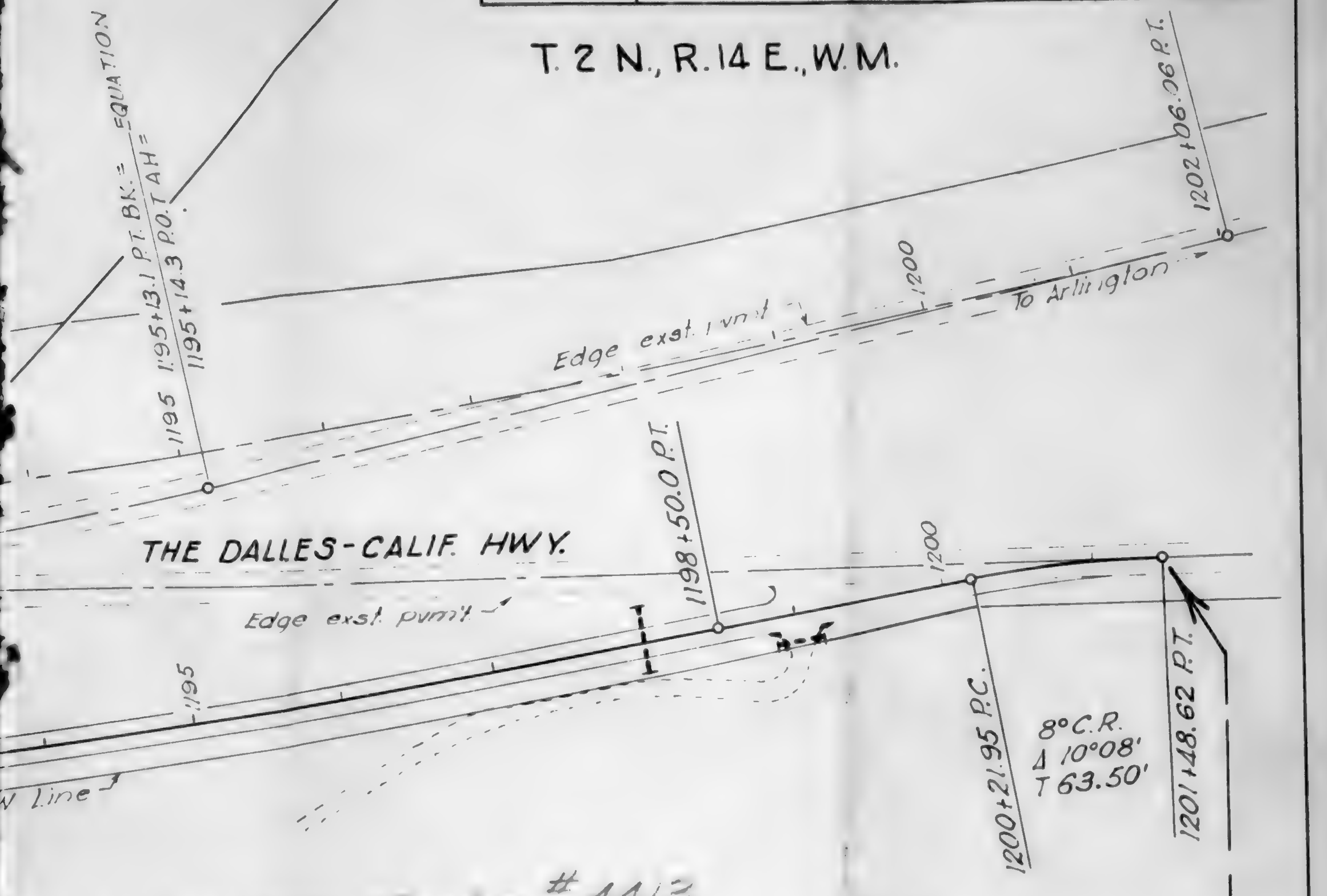
ed Col Riv Hwy
36' C.L.
= 11°49'
= 988.23'
st Col. Riv Hwy
2° C L.
Δ = 11°49'
T = 296.5'
ine
d
ver Hwy.
100'
1194+15.7 - Δ The Dalles-Calif. Hwy
0°24' Lt.
1195 1195+13.1 P.T. BK. = EQUATION
1195+14.3 P.O.T. AH =
Edge exst. pvmt.
1200
To
THE DALLES-CALIF. HWY.
1198+50.0 P.T.
1200
Edge exst. pvmt.
35' C.L.
7°35'
650.95'
200'
1195
R/W Line
slope easement
1200+21.95 P.C.
Δ
T
Constructed Under Contr #4413
SEC. 31
6
+00 - Rt.
Const. Rd Appr.
Inst. 12" P. - 30'
+00 - Inst. 18" P. - 46'

OREGON STATE HIGHWAY DEPARTMENT

SEUFERT FRONTAGE ROAD
GRADING
COLUMBIA RIVER HIGHWAY
WASCO COUNTY

SHEET No. 2

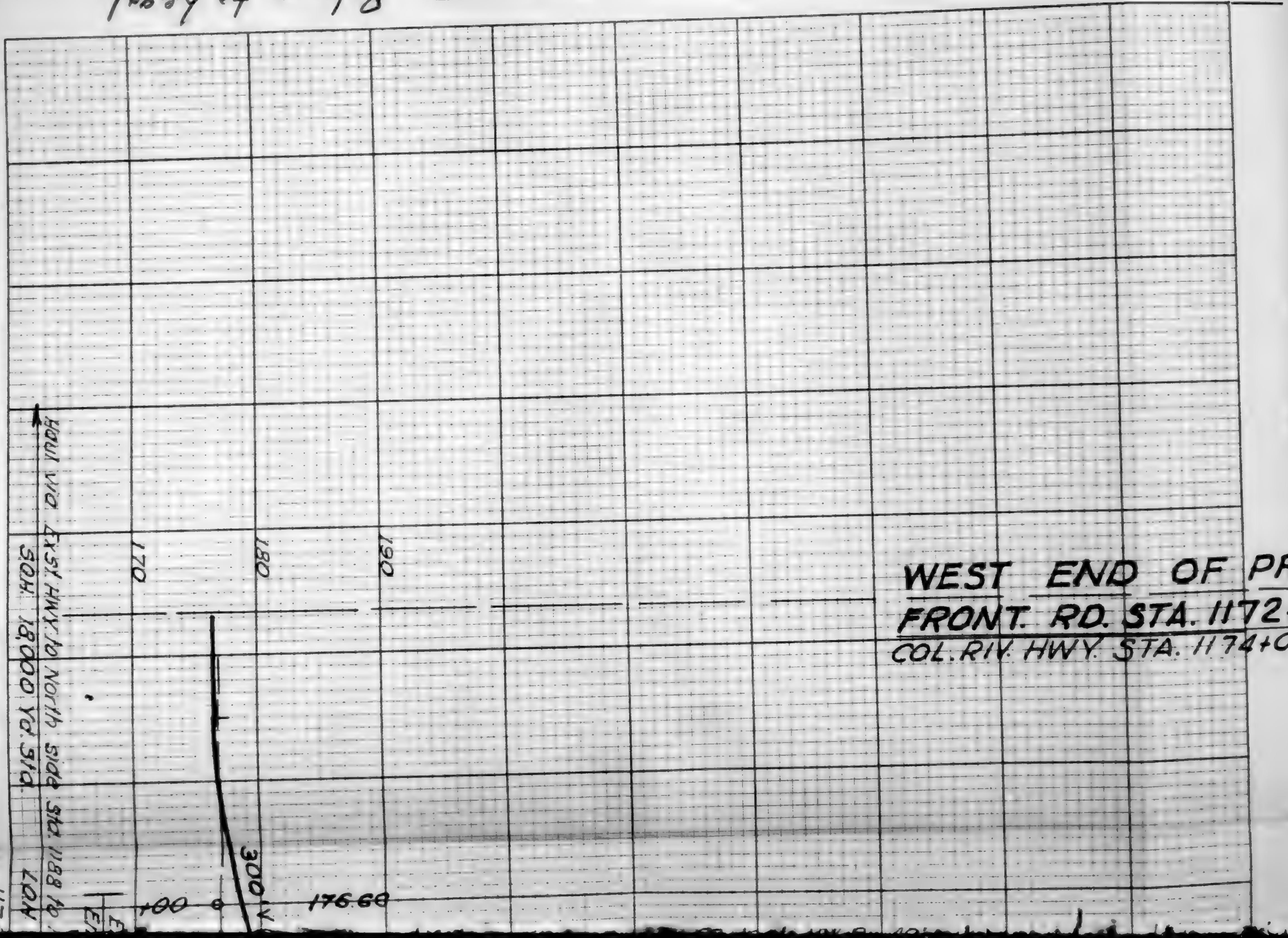
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE	APRIL 1955	See Index

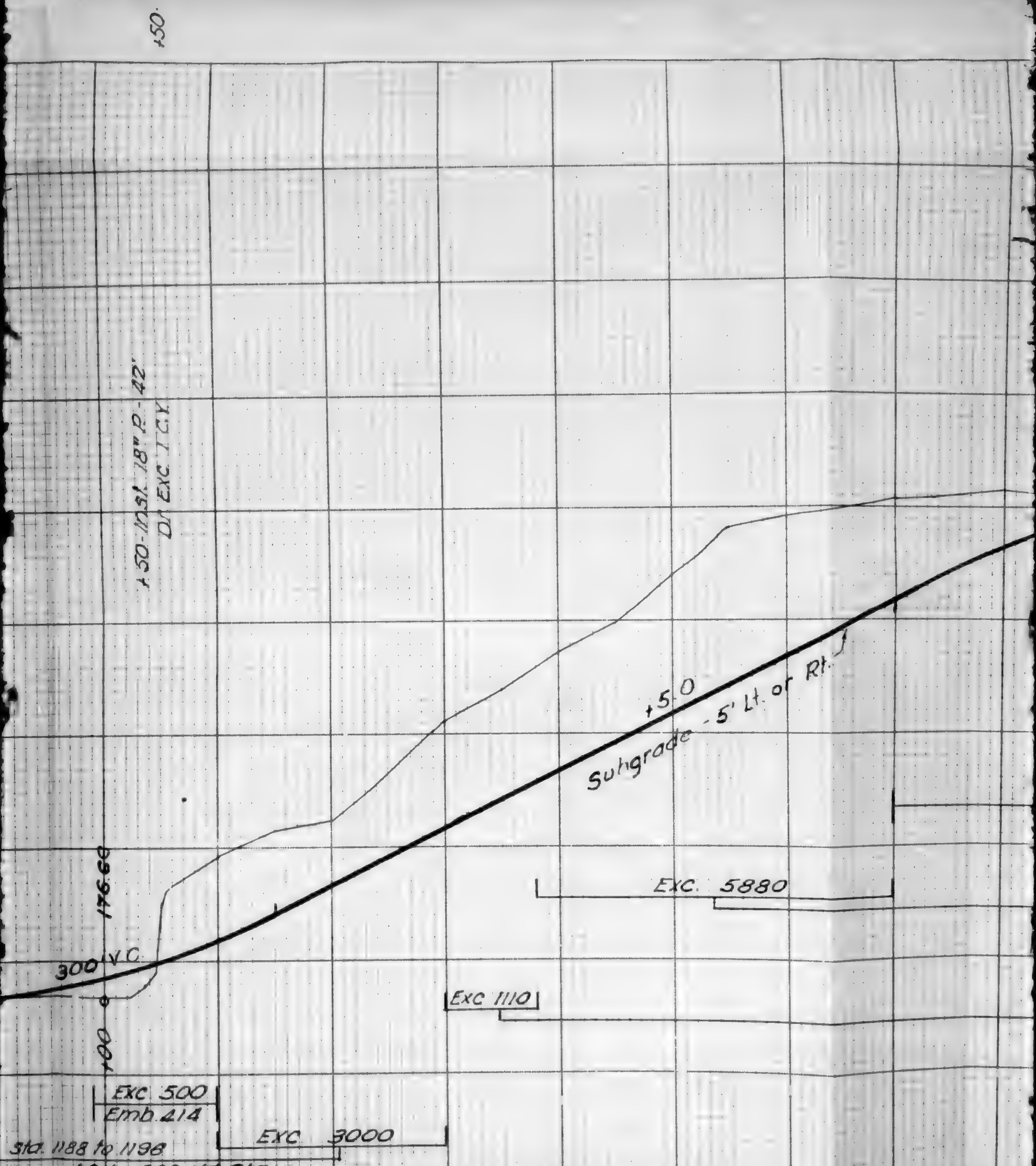


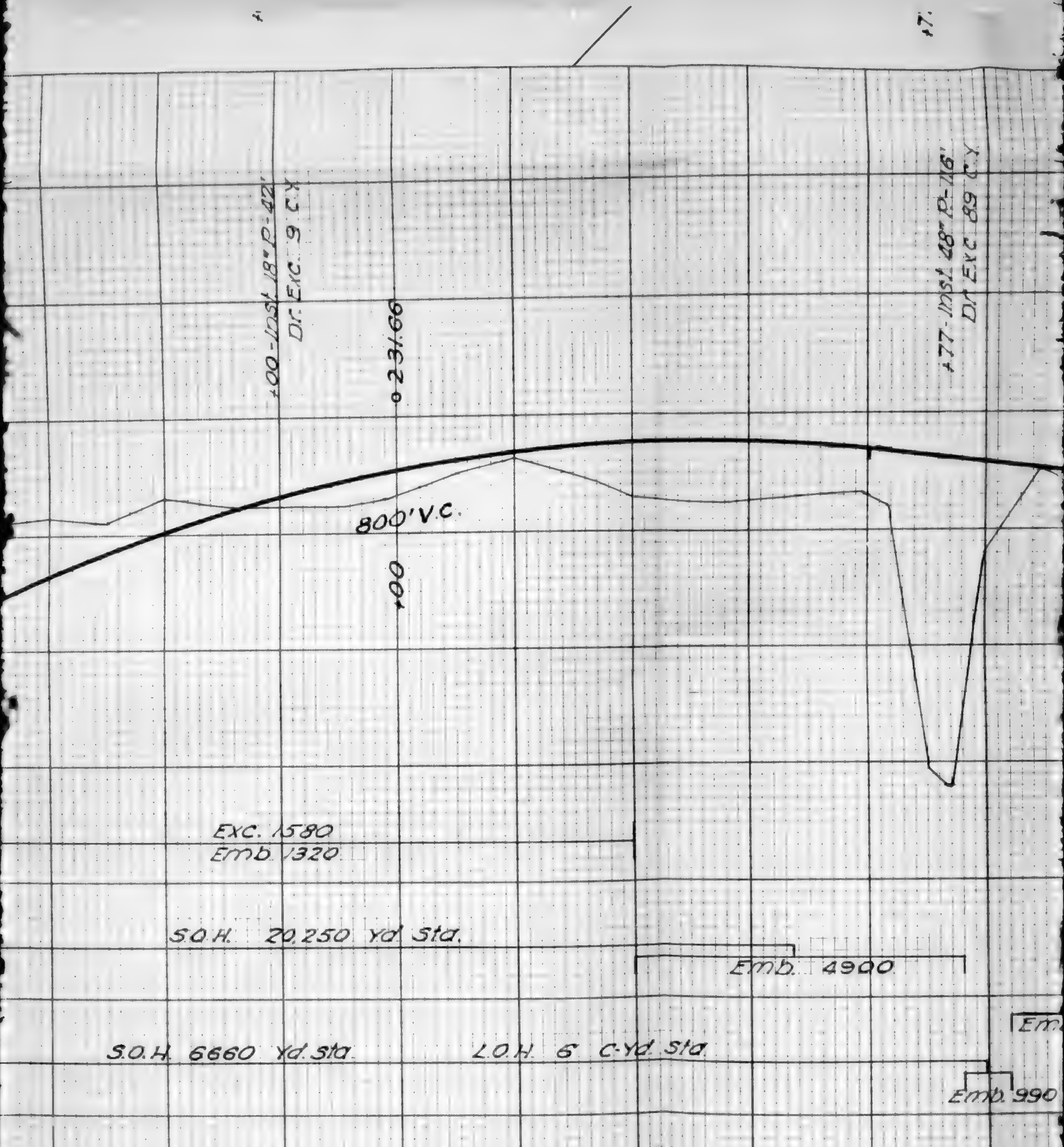
T. 2 N., R. 14 E., W.M.
1195 1195+13.1 P.T. BK. = 1195+14.3 P.O.T. AH. = EQUATION
1202+06.06 P.T.
1200
To Arlington
Edge exst. pvm't
1195
THE DALLES-CALIF. HWY.
1198+50.0 P.T.
Edge exst. pvm't
1200
1195
Line
1200+21.95 P.C.
8°C.R.
Δ 10°08'
T 63.50'
1201+48.62 P.T.
structed Under Cont. #4413
+00-Rt.
Const. Rd Appr.
Inst. 12" P. -30'
+00-Inst. 18" P.-46'
D OF PROJECT
STA. 1201+48.62 P.T.
+00-Rt.

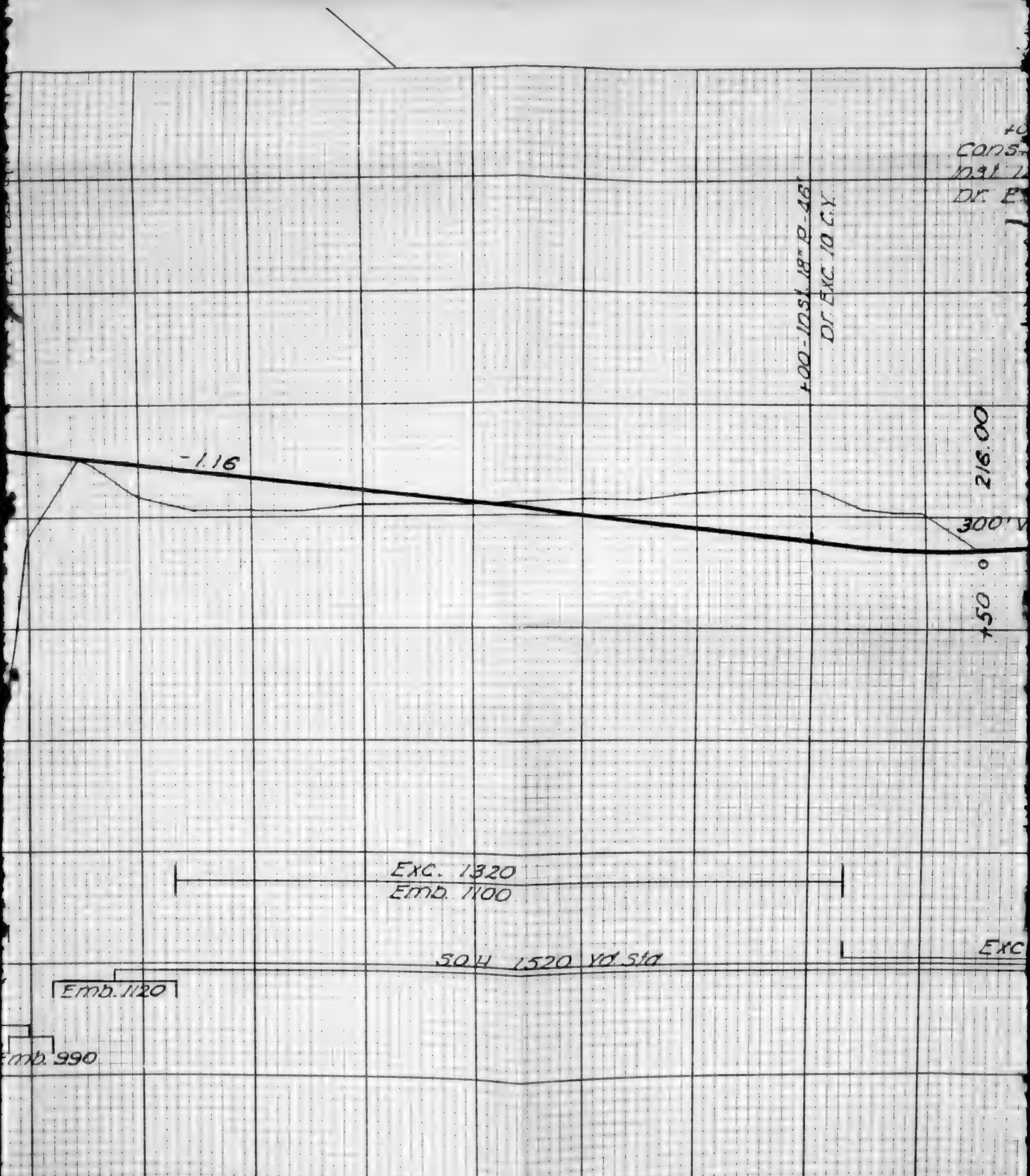
ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

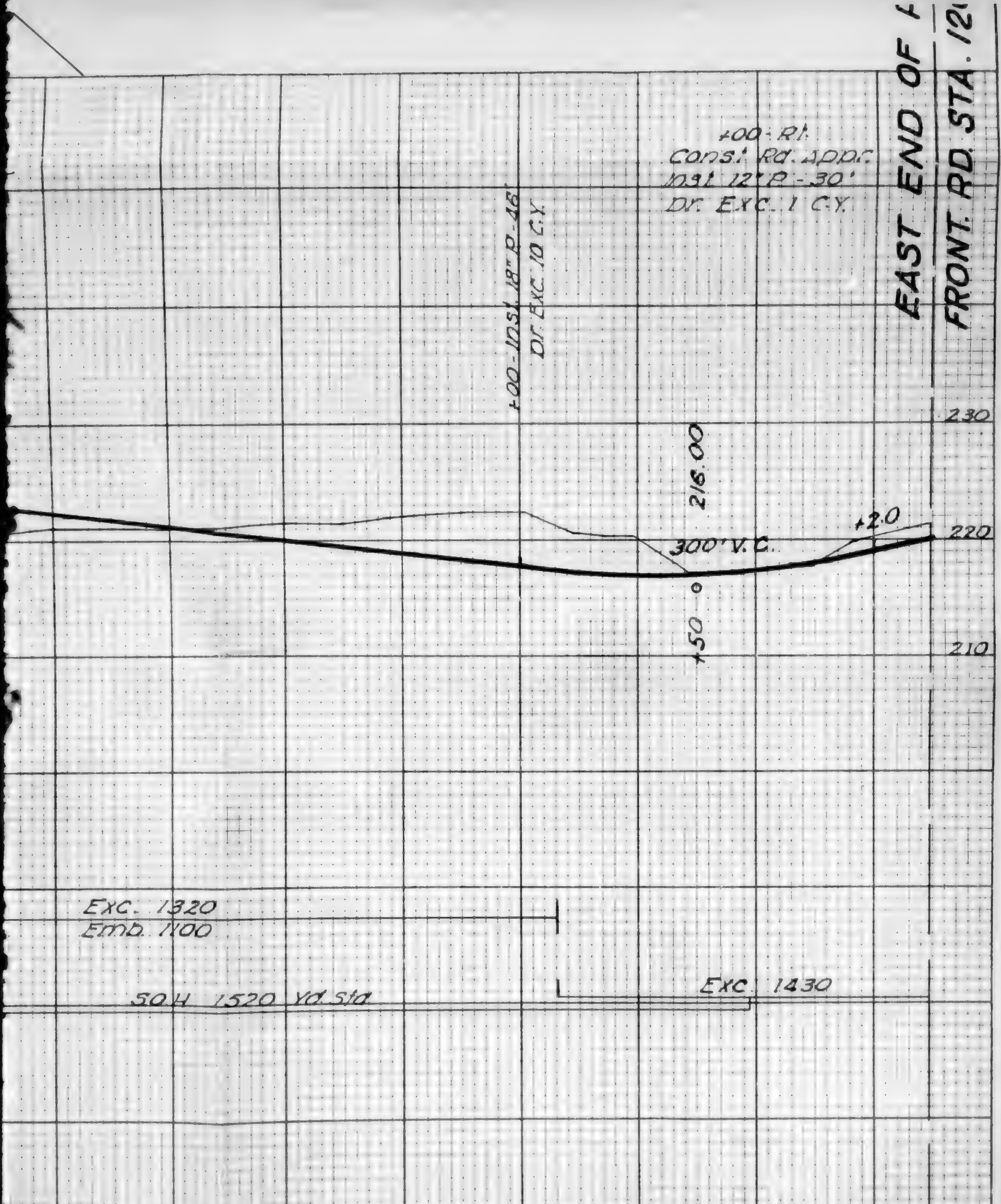
Return to Legal


WEST END OF PR
FRONT. RD. STA. 1172+
COL. RIV. HWY. STA. 1174+00
170
180
190
300
V
176.68
+00
Haul via Exst. HWY. to North side Sta. 1188 to
S.O.H. 18,000 Yd. Sta.
L.O.H.
117


+50
+50-Inst. 18" P-42'
Dr. EXC 1 C.Y.
+5.0
Subgrade -5' Lt. or Rt.
EXC. 5880
176.60
300 V.C.
Exc 1110
+00
EXC 500
Emb. 414
EXC 3000
Sta. 1188 to 1198
L.O.H. 300 Yd Sta.
1175
1180


+7.
+00-Inst. 18" P-42'
Dr. Exc. 9 C.Y.
+231.66
+77-Inst. 48" P-116'
Dr. Exc 89 C.Y.
800' V.C.
+00
Exc. 1580
Emb. 1320
S.O.H. 20,250 Yd. Sta.
Emb. 4900
S.O.H. 6660 Yd. Sta.
L.O.H. 6 C-Yd. Sta.
Em
Emb. 990
1185
1190


+0
Cons
Inst. 1
Dr. E
+00-Inst. 18" P -46'
Dr. Exc. 10 C.Y.
-1.16
216.00
300' V
+50
Exc. 1320
Emb. 1100
504 1520 Yd. Sta
Exc
Emb. 1120
Emb. 990
1195


EAST END OF
FRONT. RD. STA. 12
+00 - Rt.
Const. Rd. Appr.
Inst. 12" P - 30'
Dr. EXC. 1 C.Y.
+00 - Inst. 18" P - 46'
Dr. Exc. 10 C.Y.
216.00
+50
300' V. C.
+2.0
230
220
210
Exc. 1320
Emb. 1100
50 H 1520 Yd. Sta.
Exc. 1430
1195
1200

RECEIVED
FEB 21 1961
FOR FILING

I-80N-3(19)84

5787

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1961

SUBJECT: The Dalles-Big Eddy Section
Columbia River Highway

To:

MEMO TO THE FILE

On Tuesday, February 7, I met with various representatives from the U.S. Corps of Engineers and discussed with them the problem that has been created in connection with a landslide movement that has occurred on this project. Representing the Army Engineers were:

William W. Elmer, Jr.
Thomas J. Ballen
Clifford H. Walstrom
Robert J. Pope
H. F. McShatko
Mr. Blegen

NOTED
W. C. WILLIAMS

Representing the Oregon State Highway Department were:

Dean Swift
Vernon Shull
F. B. Klaboe

About a month ago, the Army Engineers completed the construction of and put into service a domestic water system. This system consisted of a large concrete reservoir located easterly of the landslide area and a 12-inch transite pipe line running from the reservoir to the offices of The Dalles Dam. The 12-inch line is located through the landslide area and is shown in its approximate location on the enclosed copy of a sketch map. The landslide, which occurred as a result of our excavation work for the new Interstate Highway, resulted in breaking the new line in several places and, as a consequence, the Army Engineer people have had to go back to the old system used by them prior to the establishment of the new system for supplying the necessary water. Although they can get along using this old water system for several months, they are anxious to take the necessary steps for the re-establishment of the new and far superior system.

Also involved with the slide is the access road serving the new reservoir. This access road is not a matter of immediate concern to the Army Engineers, but they will have to have it re-established at some time in the future.

We all examined carefully the slide area which covers approximately 16 acres with two purposes in mind. The first question concerning us all was whether or not the large concrete reservoir was endangered by the slide. It was unanimously agreed that the landslide did not now nor would not in the future endanger the reservoir tank itself. The second question was what should be done to re-establish the pipe line leading from the reservoir to the dam. It was also unanimously decided that the Army Engineers should relocate their pipe line away from the landslide area altogether. This would mean running a new line from the reservoir approximately perpendicular to the centerline of the new highway, then across the highway to the area between the railroad and the highway, and then parallel to the railroad to a connection with the existing line. The ground over which this proposed line would be located would be all stable ground and the pipe line would not be affected further by future landslide movements. We all felt that if the line was re-established through the landslide area we would have a continuing problem with it.

The gentlemen representing the Army Engineers were going to have their engineers immediately begin the design of this new line and would probably contract the work as soon as practical. My extremely rough estimate of the cost of this work is $15,000.

Among those from the Army Engineers in attendance were members of their Legal Staff. They were under the impression that the contractor, Vernie Jarl, must be held accountable for the damage. However, this is not the case as he did the work exactly as ordered by us and as shown on the construction plans. I feel that the damage is the responsibility of the State Highway Department and that we will have to reimburse the Army Engineers for the re-establishment of the line. However, I informed the Army Engineer people that this was a legal matter and would best be prosecuted by correspondence between their Legal Department and our Legal Department. This they will do.

Now, I would like to make some reference to the landslide itself and to our future plans for the stabilization of this land mass. The landslide encompasses an area of approximately 16 acres and extends back from the centerline of the new highway to a point approximately 1,300 feet therefrom. Seismic investigation shows that the depth of the sand-clay materialvaries between 50 and 150 feet. The lower half of the landslide is distressed more than the upper half, being badly cracked and containing many pressure ridges and slumped areas. It has moved into the new roadbed a maximum of about 35 feet. At present, this 35-foot maximum bulge in the cut slope contains 27,000 cubic yards of material. After taking the initial movement and continuing to move for about a week, the slide came to rest and has not moved for 14 days. There seems to me to be very little, if any, possibility of the slide making any large, quick movements. I do believe, however, that excavations in the toe of this slide when made will start the moving again and that it will move until equilibrium has been reached.

The existing contractor, Vernie Jarl, has made very poor progress in this work and is now falling badly behind time. His workdays will run out during the first part of July, but we do not believe that he will be completed until August or possibly even later. We do not feel therefore, that it would be an appropriate action to attempt to do the slide correction work that will be required under the existing contract and we therefore propose to remove enough material from the slide (which will amount to about 30,000 yards) to replace the borrow material that the contractor has yet to supply. The removal of this 30,000 yards will not cure the slide and other action must be taken at a later date. I personally belive that, when our investigations have been completed and we have all the necessary facts, remedial action near the middle of this slide area will have to be undertaken and that such remedial action will probably amount to excavations in the neighborhood of 750,000 yards. I will make a report containing my recommendations on this matter in the very near future. Incidentally, about 2,500,000 cubic yards of borrow will be required on The Dalles Section to be let later this year. If we do decide to stabilize the slide by unloading it, the material could be used here.

The field is instructed to negotiate with Jarl for the replacement of his remaining borrow, using the following rules:

1. Jarl should be paid his bid price for special borrow excavation of $0.55 per yard on the same measure basis that he bid the item (embankment in place measure).

2. He should be paid an additional amount equal to the increased value of the haul on this material over the haul he would normally have if he used his private borrow source.

The field crew is now making an accurate map and taking cross-sections over the area. They will also shortly forward information for writing descriptions of the area needed from the Army Engineers and the Seuferts.

A further complication in connection with the landslide is the presence of both power and telephone lines. These must also be removed from the area and I am instructing our Utilities Liaison Engineer to set wheels in motion to accomplish this.

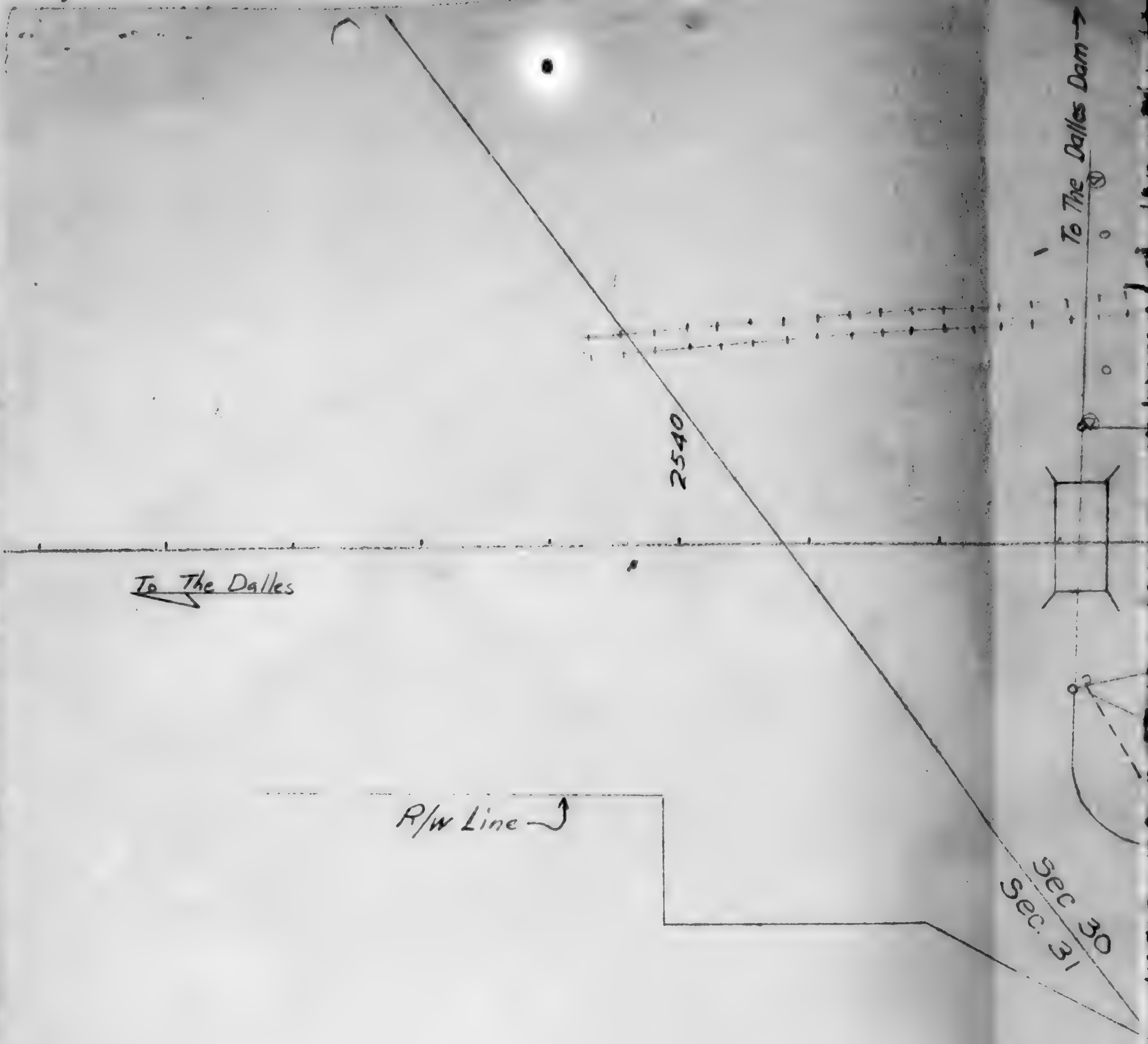
Tom Edwards
Construction Engineer

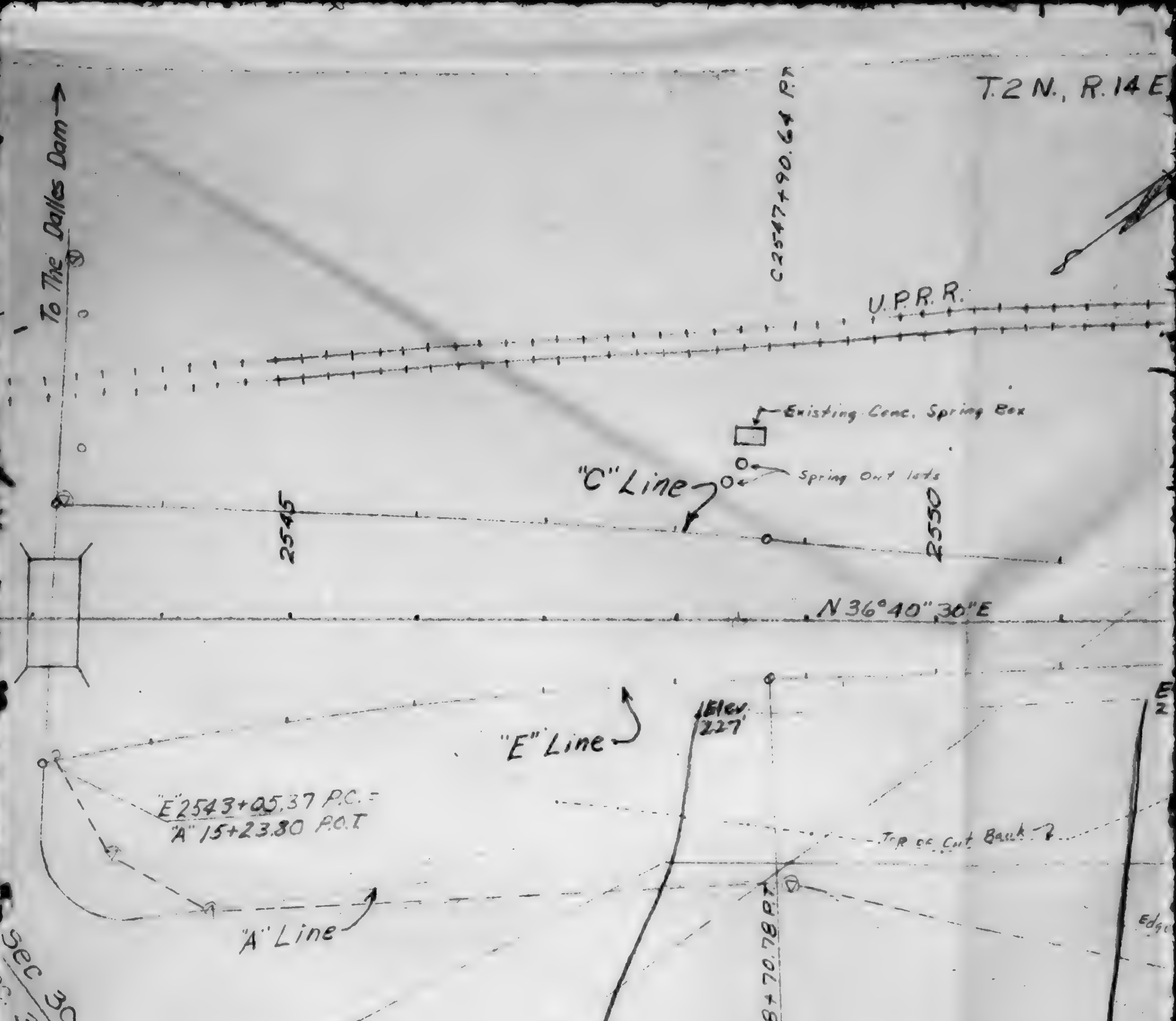
FBK:fp:jw

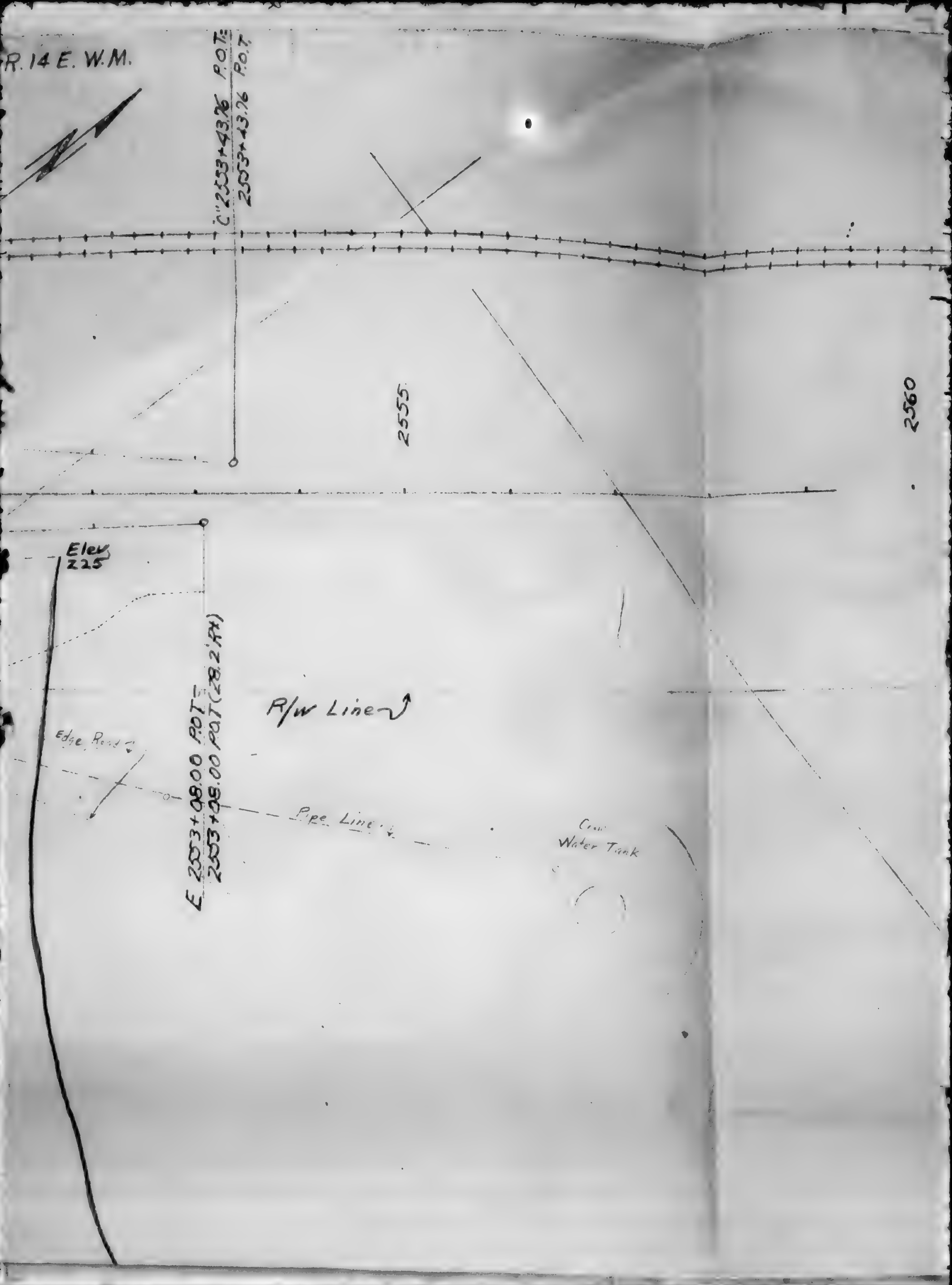
By

F. B. Klaboe
Field Construction Engineer

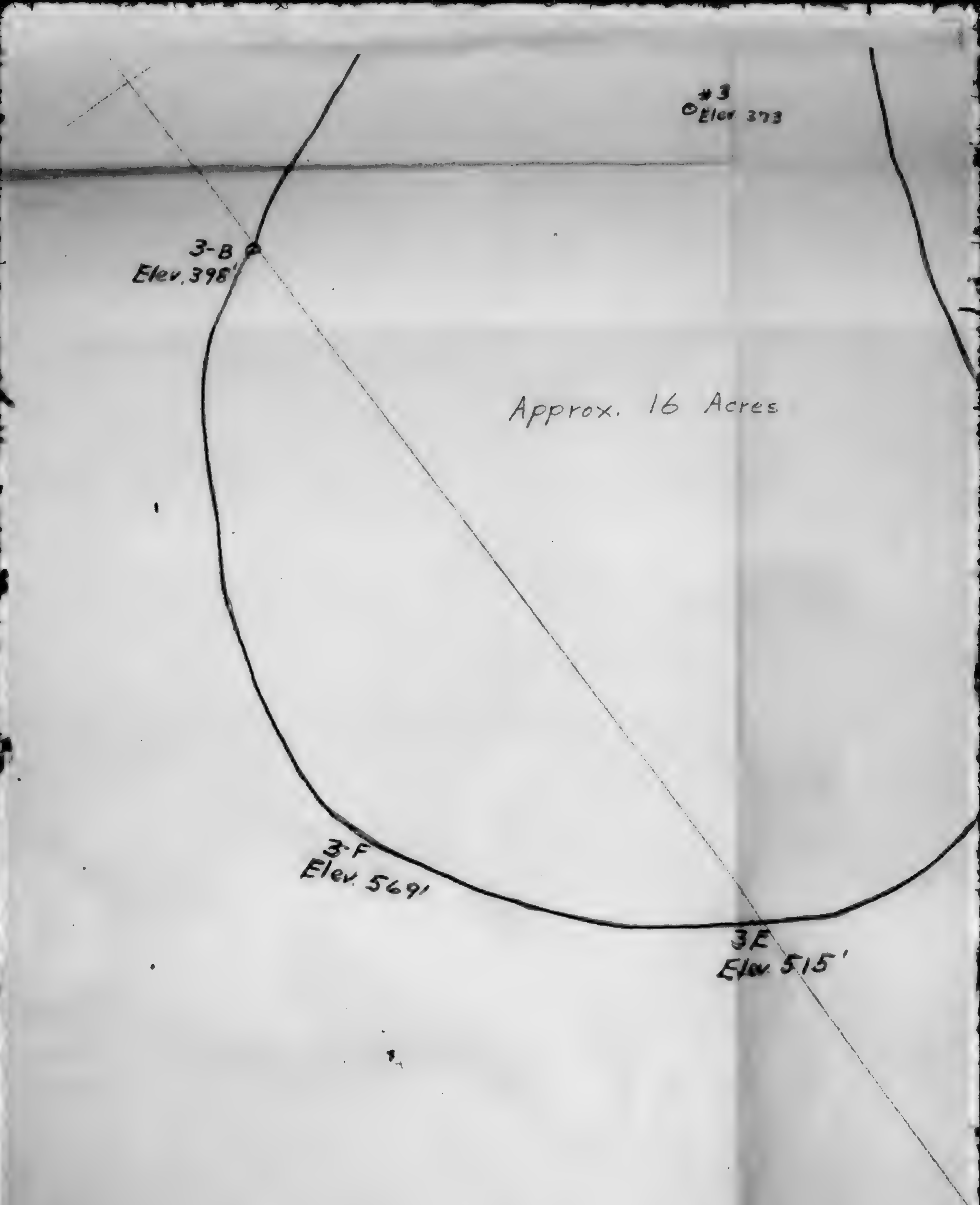
Encl.
cc Forrest Cooper
G. S. Paxson
Dean Swift W. T. Wright

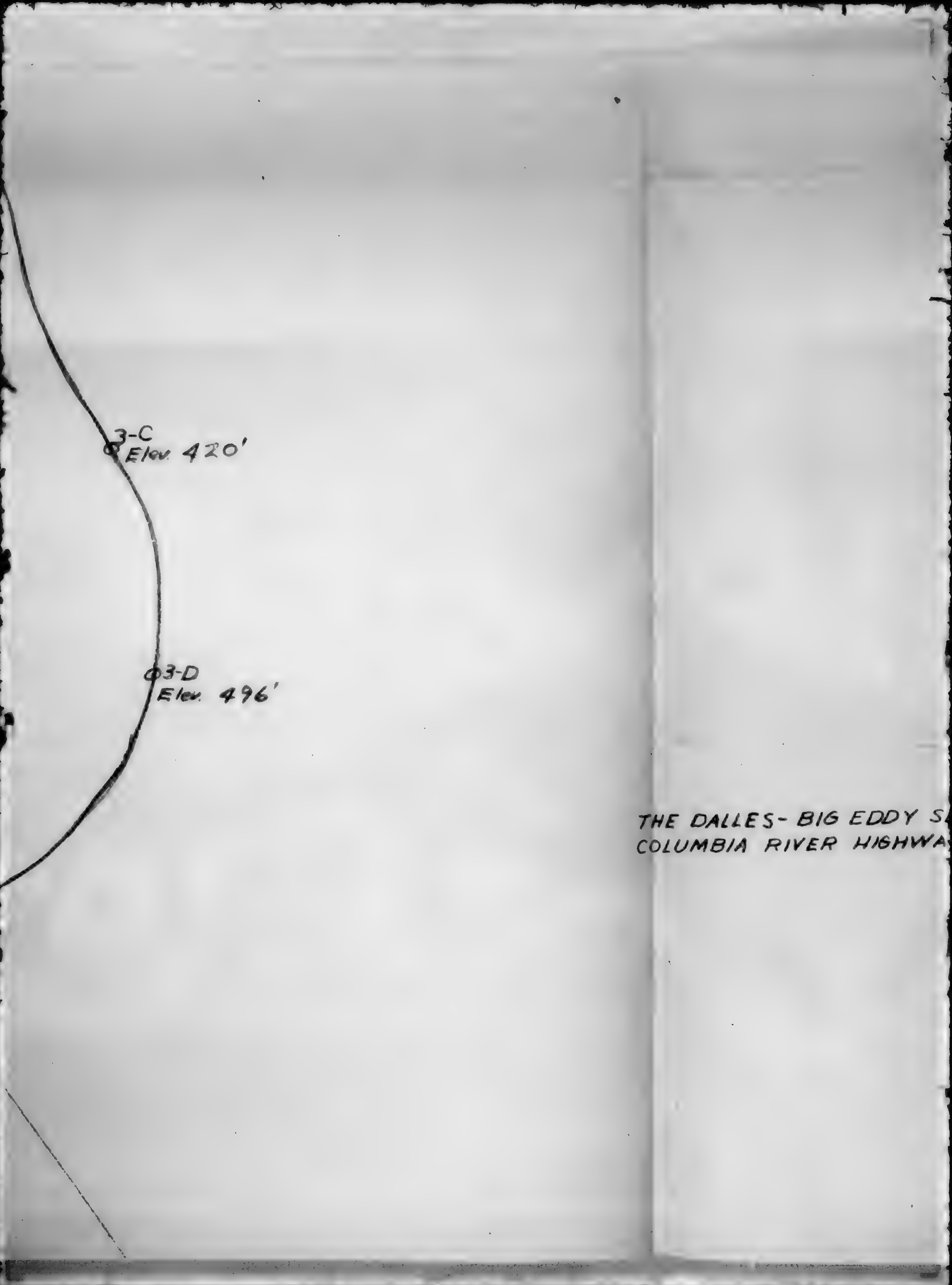

To The Dalles Dam →
2540
To The Dalles
R/w Line
Sec 30
Sec. 31


T.2 N., R.14 E.
To The Dalles Dam
C2547+90.64 P.T.
U.P.R.R.
Existing Conc. Spring Box
Spring Out lets
"C" Line
2545
2550
N 36°40'30" E
"E" Line
Elev. 227'
"E" 2543+05.37 P.C. =
"A" 15+23.80 P.O.T.
Top of Cut Bank ?
"A" Line
E 2548+70.78 P.T.
Sec 30
Sec 31
#2
Elev. 327
#3
Elev. 373
3-B
Elev. 398'
Edge


R. 14 E. W.M.
C' 2553+43.76 P.O.T.=
2553+43.76 P.O.T.
2555
2560
Elev. 225
R/w Line
Edge Road
E 2553+08.00 P.O.T.=
2553+08.00 P.O.T. (28.2' Rt)
Pipe Line
Water Tank

2560
Con
Water Tank


#3
Elev. 373
3-B
Elev. 398'
Approx. 16 Acres
3-F
Elev. 569'
3E
Elev. 515'


3-C
Elev. 420'
3-D
Elev. 496'
THE DALLES- BIG EDDY S
COLUMBIA RIVER HIGHWA

THE DALLES - BIG EDDY SECTION
COLUMBIA RIVER HIGHWAY

RECEIVED
FEB 9 1961
FOR FILING

I-80N-3(19)84

5787

408 State Highway Building
Salem, Oregon

February 8, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

By:
D. M. Emrich
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.7 Salem, Oregon

I-80N-3(15)83
The Dalles-Big Eddy Section
Columbia River Highway

Attached is a copy of our letter to the Assistant Commissioner for Engineering concerning a project agreement on the above mentioned section of highway.

In the first paragraph of the letter you will note that our approval is needed before frontage roads can be relinquished to local quthorities. In accordance with Mr. G. M. William's Circular Memorandum dated December 2, 1958, and titled "Relinquishment of Frontage Roads to Local Authority" please submit any requests for such action to this office.

The attached plans, etc., are ordinarily returned to your office engineer.

Attachments

Porter

RECEIVED
FEB 2 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-80N-2(19)84

5747

January 31, 1961

Mr. D. F. Wengert
General Manager
Union Pacific Railroad Company
727 Pittock Block
Portland 5, Oregon

Re: R-30557
The Dalles By-Pass and The
Dalles-Big Eddy Sections
Columbia River Highway
Your No. 9010-32-5

Dear Mr. Wengert:

Following receipt of your letter of December 7, 1960 containing your comments and questions relative to the Commission's offer for five parcels of land in the Union Pacific/O.W.R.&N. Railroad Company's The Dalles yard area, we have held conferences both with the appraisers and engineers to the end that all aspects of the acquisition would be given full consideration. We, of course, would not desire to have a misunderstanding be the cause of the State initiating and prosecuting a condemnation action against your company.

The Commission is fully aware of the public necessity of the continued operation of the railroad and shall keep in mind and pass on to the Bureau of Public Roads the plans for the future that your company has had for the area involved. As shall be seen later certain revision of highway construction plans have been made to accomodate your company's planning for the future.

We shall attempt to answer paragraph by paragraph the points you have raised:

Parcels 1 and 2 (7.6) With respect to those two parcels as described in our letter of offer, and the isolation and landlocking of a 7.2 acre parcel of river front land, we find our appraisers have weighted their appraisals to cover such severance. Recognition was also given in our appraisals to the fact that there was included within Parcel No. 2 a portion of the land held under lease by Northwest Liquefied Gas Co. The appraisers also recognized the taking would require the relocation of certain of this tenant's facilities and damages were allowed to cover the same. So it must be concluded full value for the taking as well as damages to the remainder was allowed in our appraisals and was reflected in the offer for the taking of said Parcels 1 and 2.

Nevertheless, in order to reduce the damage to the least, consistent with highway requirement, there has been a narrowing of the right of way line past the Northwest Liquefied Gas Co. leasehold which will reduce the encroachment and will, perforce, require some reduction in the compensation to be allowed for the parcels. A revised description is being prepared and a revised appraisal reflecting such change will be forthcoming soon, at which time both will be communicated to you in the form of a new letter of offer.

Parcel 3. In connection with the acquisition of this parcel you raise the question of both highway and rail access to the company's remaining acreage northerly of the relocated highway. To the extent that our letter of offer of November 23, 1960 may have created an impression there would be no access to this remaining land through the clause specifying, "there shall be no rights of access of any nature between the right of way of the relocated Columbia River Highway, including the Brewery Grade Traffic Interchange, and all your contiguous property", it was in error. I am assured by Mr. Paxson, Assistant State Highway Engineer, construction plans for the Brewery Grade Interchange have been furnished to your engineers and reference thereto will show the frontage roads to be constructed northerly of the main-traveled highway as well as the connecting legs of the interchange. Access to this frontage road outside the access control lines will be reserved to your company. Our new letter of offer will so specify.

As for your remarks about rail access to the aforementioned severed parcel, it is the understanding of this office that the practical means of access thereto by rail will remain as before, that is, from a point easterly of The Dalles Bridge approach. Highway planning has allowed for the construction of a spur over its right of way from a connection with the mainline westerly to the Bridge approach; but the Commission will not construct the railroad spur, nor will it negotiate with the Toll Bridge Authority or the intervening private landowner for a continuation of such a spur westerly of the Bridge approach.

Parcel 4. It is true previous plans called for the construction of an earth fill on this parcel to be used in connection with the interchange structure. To eliminate the objections your company has interposed to the construction of this earth fill, and to reduce the effect of the taking as much as possible on its future operation; we have sought and obtained the approval of the Bureau of Public Roads to revise the plans so as to extend the structure and cut down the fill. The revised plan will allow for the development of the storage trackage mentioned in your letter. Here again revised descriptions are being prepared and will be contained in a new letter of offer, with such corresponding revision of compensation as determined by appraisal.

Parcel 5. With respect to your remarks on the effect of the taking of this parcel, our conference with the appraisers develops the fact that the previous offer contains allowance in money to the extent deemed equitable by our appraisers for the disruption of cattle pens, trainmen's quarters, etc. As for the existing spur track the Commission is willing that the same be relocated at its expense. The Commission will itself, as part of the construction contract, replace in kind the existing access road which winds along the present spur down to the stock loading area. This road can be re-constructed as far east as the point where the relocated spur ties back to a connection with the existing yard track.

Added to the above, it should be pointed out that the extension of the structure will make possible, with slight revision to be done by State, the Tie Plant Road to remain as it exists. Also a road approach connection will be constructed at the north end of the structure connecting with the Tie Plant Road some 800 feet easterly of the structure. With respect to access to the existing Columbia River Highway, it should be understood that no access will be permitted from your company's property to the relocated west bound lane. Other than for such limitation there will be no control of access to said existing highway. It would seem the limitation would be of little difference from the situation as it exists at present in that no access is now physically possible due to the difference in elevation of the highway on top of the cliff and railroad property at the bottom.

As a final objection you state the company can only convey such interest as it has in the property and that any conveyance would be by a quitclaim deed or a bargain and sale deed without covenants, leaving the Commission to acquire at its own expense any outstanding interests other than the Refunding Mortgage dated in 1944. To this we cannot accede. The land to be acquired has been appraised as to the full value in accordance with the usual methods for determining compensation in condemnation cases. Since the value of the land would include that of all interests therein, the State, if it acceded to your view, would have to pay for the removal of encumbrances over and above the full value. Any acquisition on such basis would be contrary to the holding in the Burke case. (200 Ore 211; 265 Pac (2) 784) I might add, however, with respect to the outstanding encumbrances held by the United States in the form of flowage easements, etc., a check will be made to determine whether title can be taken subject to any of these encumbrances.

The revision of description of the parcels required, as explained above, will make necessary revised appraisals and, in the end, a new letter outlining the State's offer. We expect to be able to dispatch to you the revised offer within a few days and must therefore inform you the offer contained in our letter of November 23, 1960 is rescinded. In the meantime we have given you the detailed information contained herein in the hope that a complete understanding will facilitate reaching an agreement when our new offer is made.

Should you desire further information or wish to meet and discuss any of the features of the case, I am sure we can so arrange.

Very truly yours,

G. E. ROHDE
Assistant Counsel

GER:hg
CC: Mr. O. W. Ryan, Manager of Property
Mr. W. T. Wright

RECEIVED

Form E-1—(Rev.)—

I-80N-3(19)84

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 28, 1961

Section The Dalles-Big Eddy

Highway Columbia River County Wasco

Contractor Vernie Jarl

Date of contract Aug. 26, 1960

Date work started Aug. 15, 1960

Project authorization $1,299,025.13

Exclusive of engineering $1,206,650.01

Kind of work Grading, Paving, Structures & Signing

Section prefix 633-1070

Contract number 5787

Specified work days 130

Work days used 46

Per cent of time elapsed 35.4 %

Estimated cost of completed project, exclusive of engineering $1,206,650.01

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 31.0 %

Engineering authorization $92,375.12

Engineering cost to date $24,100.00, 26.1 %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
85	50	44	40	4	2	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Jarl worked his shovel all week in shot rock between the creek and the dam. Worked the scrapers, loaders and dump trucks in common material easterly of the Dam. All material being hauled to the beginning of the job. They commenced using their new Hwy. & R.R. crossing Thursday afternoon. The crusher was shut down Tuesday noon and they are setting up in a new site. The ¾ yd. shovel and one rocker worked in a ditch at the beginning of the job from Wednesday noon on. Three drills worked most of the week in the latest quarry site, one drill worked near the end of the job and one jackhammer worked on secondary drilling. Jarls grading progress satisfactory.

Snook completed pouring the final retaining wall, worked on finishing, falsework, and forms.

Hoaglin worked on fencing all week, with very good progress.

I am attaching a copy of my report of the slide requested by Mr. Decker.

Noted
M. N. Juve

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED

Signed Lemon E. Shull

Address Box 420, The Dalles, Oregon

NOTED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.4	1.4		1.4	1.4
Miles partially completed	2.4	0		0	0
Miles completed	0	0		0	0
Total estimated quantities (contract)	654,100 cy	61,400 ton		232 ton	14,000 ton
Total quantities corrected to date	654,100	61,400		232	14,000
Estimated quantities moved or placed to date	290,800	2,363		33.3	0
Average daily quantities	3,600	0		0	0
Average daily quantities necessary to complete project on time	4,325	702		2.4	167
Number shifts per day	2				
Hours per shift	8				
Average force on project for week	88				

Men	71
Supervision	6
Men and trucks under 3 tons	
Men and trucks over 3 tons	11
Men and tractors	

Equipment used during week: Shovels 3, Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors 4, Bulldozers 5, Compaction rollers ...., 3 DW-21's, 4 drills, 2 loaders, 1 Mich. scraper.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
The Dalles, Oregon

SUBJECT: The Dam Slide
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

To: Mr. G. L. Decker
Staff Ass't.
State Highway Dept.
Salem, Oregon

Sometime during the night of Jan. 12, 1961 the ground to the right of 2548-2552 shifted enough to break a 12" water main which runs from the Corp of Engineers office at the dam to a reservoir above our highway. The resulting flow of water also damaged their access road ("A" line on our plans). I contacted the Project Engineer at the Dam and was informed that the water was not critical as they have another source, and we agreed to do nothing until such time as the ground stabilizes.

At the break in the water main, sta. 2548, a pressure ridge approximately 2" high was visible across their access road and part way down our 2:1 slope. Easterly of the pressure ridge for a distance of approximately 300 feet a total of seven cracks were visible, none of which were over ¼" in width.

The ground continued shifting slightly over the weekeend and by the morning of Jan. 16 the pressure ridge had built up to about 8" high and some of the cracks were opened up to over 2" in width, and had increased in number to an# estimated 100.

The morning of Jan. 17 the pressure ridge was over a foot high, our slope was pushing out in places, the access road was dropping in places and cracks were developing on the hill back of the access road. Upon investigation it was evident that the same general area had shifted in the past. The old and new cracks were especially evident on the surface of an old haul road used during the Dam construction.

The morning of Jan. 18 the pressure ridge was over two feet high and run from the toe of our slope back an estimated 1200 feet. The cracks were opened to over a foot in width, the ground was tilted between them and hundreds of new cracks were appearing and radiating out in all directions. Back of the corp access road there was evidence of shifting over an area of approximately 600 feet wide and 1100 feet deep affecting an estimated 3,000,000 cubic yards of material. I told our contractor to continue excavating material, but to stay away from the toe of the slope #### so as to not disturb the material that was moving in. About 10AM some clay material was being exposed. The clay was on a fairly level plane, but was appearing in pockets rather than a continuous deposit. Our cut in this particular area averaged 50 feet in height and the top 35 feet was mostly fine sand with occasional boulders, and a small area of weathered lava rock.

The morning of Jan. 19 the pressure ridge had built up to 5 feet in height in some areas, and the settling in some areas was to a depth of over three feet. The pressure ridge and all of the larger cracks are at right angles to the slope, while many of the smaller cracks are parallel to the slope. By mid-afternoon the excavation was down to within ten feet of grade and an almost continuous layer of wet clay and boulders was encountered. The boulders run in size from 6 to 36 inches in diameter. Mr. Decker and Mr. Parker looked the situation over and agreed that although we will probably have to eventually move an estimated 1,000,000 yds of material, there is a possibility that the slide will stabilize itself and we will leave it alone for the present. As there is a solid rock line elevation at approximately the same elevation as the present and proposed highway grade the chance of serious hazard to traffic is not anticipated. By late afternoon there was evidence that the ground was heaving along the toe of our slope and for a distance of about 30 feet out toward centerline, and the whole general area of the slide was showing movement.

The morning of Jan. 20 the ground along the toe of our slope had heaved upwards approximately 6 feet and a solid layer of wet clay was protruding. I instructed the contractor to not disturb the immediate area any further until some future time. The entire slide had shifted overnight, but by evening it had apparently stabilized. I made a stadia survey of the entire area with the following results. The slide area is 16 acres in extent, lying roughly the shape of a fan. The slide extends 1200 feet back from our slope, is 750 feet wide at its extremities and is up to 300 feet higher than our highway grade. It was also determined that our slope had moved horizontally in toward centerline over 18 feet and had heaved upwards, at the pressure ridge, approximately 10 feet.

The morning of Jan. 21 there was visible evidence of a slight further heaving of the wet clay along the toe of our slope, considerable further horizontal movement, and additional subsidence easterly of previous movement .

The morning of Jan. 22 there was no visible evidence of any further movement.

The morning of Jan. 23 there was no visible evidence of any further movement. The contractor continued excavating easterly of the slide and we had a drizzling rain all day. No further movement observed during the day. Obtained an accurate remeasure of our roadbed and slope and found that our slope had moved horizontally up to 36 feet toward centerline. As of this date a total of 21,000 cubic yards has moved inside our previous slopes.

Report to come out about Feb 7-8

The morning of Jan. 24 there was no visible evidence of further movement in the previous slide area although to the eastward, stations 2552 to 2555 there was a slight movement in the immediate vicinity of our slope. The cut sta. 2552-2555 is only an average of 18 feet high and the ground slopes back gently to a solid rock bluff. In the PM when about 6 feet above grade a muddy mixture of sand, loam and clay was encountered. Too wet to work so the contractor moved out.

No further movement was visible up to the morning of Jan. 27. The Geophysical crew worked on the entire slide area Jan. 25 & 26 and a full report should be available in a few days.

2 1/2 million yds needed
The Dalles Section

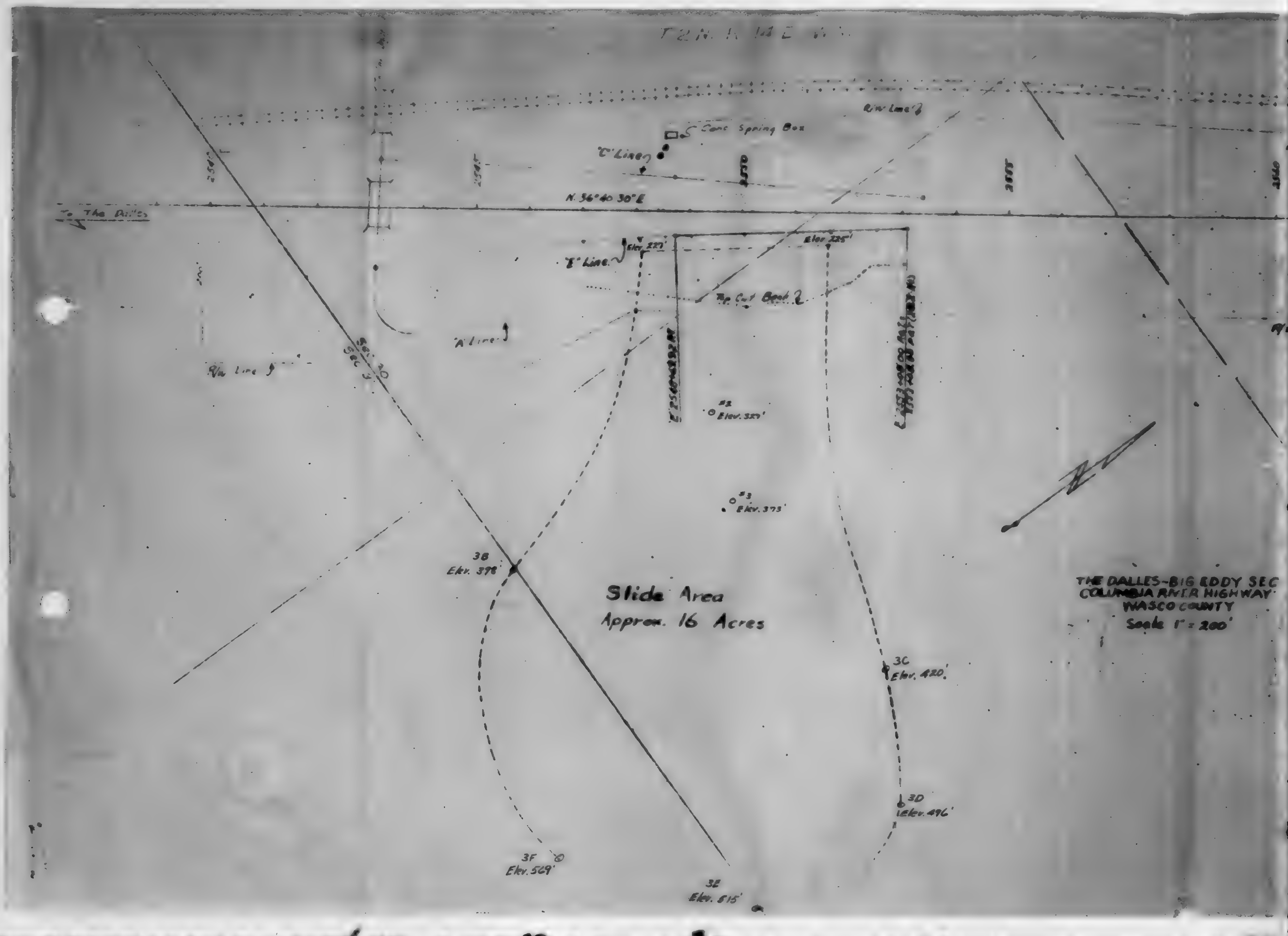
I believe that if a decision is made to remove a large amount of this slide as borrow for The Dalles By-Pass that we should delay completions of several items on this contract in order to provide a haul road for large equipment. Items 17, 18, 19, 23, 24, 25, 26, 27, 28, 29, 30, 31, 33, 36 and possibly a few signs.

The slide covers some property belonging to the Corp of Engineers and to the Seufert Land Co., both of which include an access road. May I have a decision as to what will be done so as to advise our Contractor, Sub-Contractors, Corp of Eng'r. and the Seufert Land Co.

I enclose a sketch of the slide area, and further developments will be reported.

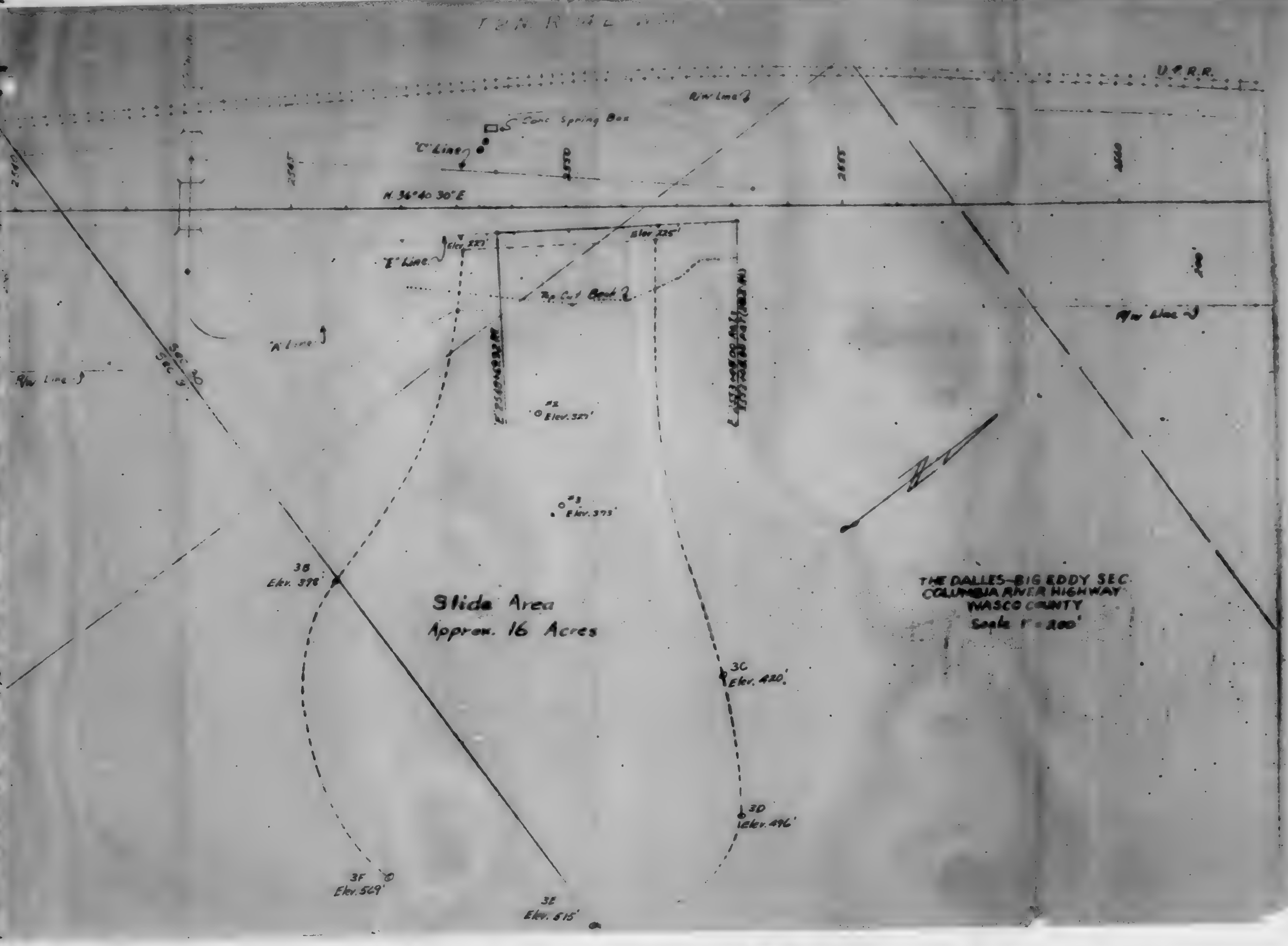
Vernon E. Shull
Vernon E. Shull
Resident Engineer

CC: Tom Edwards ✓
Dean Swift



T2N. R. 14 E. W.M.
R/W Line
Conc. Spring Box
"C" Line
2540
2545
2550
2555
2560
N. 36°40 30" E
To The Dalles
"E" Line.
Elev. 227'
Elev. 225'
Top Cut Bank
"A" Line
R/W Line
Sec. 30
Sec. 31
#2
Elev. 329'
#3
Elev. 373'
3B
Elev. 378'
Slide Area
Approx. 16 Acres
3C
Elev. 420'
3D
Elev. 496'
3F
Elev. 569'
3E
Elev. 615'

THE DALLES-BIG EDDY SEC.
COLUMBIA RIVER HIGHWAY
WASCO COUNTY
Scale 1" = 200'



THE DALLES-BIG EDDY SEC.
COLUMBIA RIVER HIGHWAY
WASCO COUNTY
Scale 1" = 200'

T 2 N. R 14 E
U.P.R.R.
R/w Line
Conc Spring Box
"C" Line
2540
2545
2550
2555
2560
N. 36°40 30" E
"E" Line
Elev. 227'
Elev 225'
Top Cut Bank
"A" Line
R/w Line
Sec 30
Sec 5
#2
Elev. 327'
#3
Elev. 375'
3B
Elev. 398'
Slide Area
Approx. 16 Acres
3C
Elev. 420'
3D
Elev. 496'
3F
Elev. 569'
3E
Elev. 515'
R/w Line
200'

RECEIVED
JAN 25 1961
FOR FILING

I-80N 3(19)94

5787

Salem, Oregon
January 24, 1961

Mr. Tom Edwards

Herewith reply of the Union Pacific Railroad Company to our application for a haul road crossing near Fifteenmile Creek on the The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County.

Under the contract the contractor, Mr. Vernie Jarl, must bear all the costs for this crossing. This is a rather large charge, and I would suggest that you confer with him and then advise whether or not to go ahead with the crossing permit.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JANUARY 20, 1961

(Ref. File D 315 - 2 - 93)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to recent request received for temporary haulroad crossing over Railroad's tracks near 15-Mile Creek on The Dalles - Big Eddy Section of Columbia River Highway relocation being handled under Contract #5787 by Contractor, Vernie Jarl:

Due to the fact that views to the east will restrict approaching the track from the southerly side, it will be necessary to install motor car indicators to provide warning of approaching trains at the crossing.

The estimated cost for installation of the crossing and motor car indicators is $1200. This estimate is on the basis that your Contractor will furnish necessary planking for the crossing at the site.

The easement and construction contract covering this section of highway relocation will include provision for installation and removal of the crossing and indicators, at the expense of the State.

Yours very truly,

G. H. Baker,
Superintendent

cc:
Mr. Tom Edwards,
Construction Engr.-Salem
Mr. Dean Swift,
Division Engr. - The Dalles
Mr. Vernon E. Shull,
Resident Engr. - The Dalles

RECEIVED
JAN 2[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—(Rev.)—

I-80N-3(17).

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 21, 19 61

Section The Dalles-Big Eddy

Kind of work Grading, Paving, Structures & Signing

Highway Columbia River County Wasco

Section prefix 633-1070

Contractor Vernie Jarl

Contract number 5787

Date of contract Aug. 26, 19 60

Specified work days 130

Date work started Aug. 15, 19 60

Work days used 46

Project authorization $1,299,025.13

Exclusive of engineering $1,206,650.01

Per cent of time elapsed 35.4 %

Estimated cost of completed project, exclusive of engineering $ 1,206,650.01

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 29.6 %

Engineering authorization $ 92,375.12

Engineering cost to date $ 23,100.00, 25.0 %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
85	50	42	39	4	2	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Jarl worked 8 - 10 yd. dump trucks, being loaded by two front end loaders, and 3 DW21's, being pushed by a D9, all week in the common material just east of the Dam Str. His shovel worked two shifts all week in shot rock west of the Dam Str., hauling with rockers & Euc's. All material being hauled to the beginning of the job. Two D8 dozers worked on the fill. Production is up considerably from what it has been in the past. Four drills and one jackhammer worked two shifts all week between the creek and the Dam, with several small shots, all of which were good ones and no damage. The crusher worked two shifts all week on coarse base, all of which in within specifications.

Snook worked all week on falsework, forms, stripping & finishing on the Bridge, and erected forms & poured a little concrete on the final wall. Friday AM the motor on his skid-rig, which he is #### setting falsework with, caught on fire. Destroyed the motor, drums, cables Etc., but did no damage to the structure. They installed a new motor etc. on Sat.

Hoaglin commenced building fence near the beginning of the job on Thursday. He will be able to build approx. 50% of the fence at this time, and the remainder will have to wait until such time as the grading is completed.

The small earth slippage reported a week ago is now quite extensive, covering an area of approximately 16 acres and involving an estimated 3,000,000 yds of material. I kept the contractor excavating the slopes until Thurs. evening, at which time we hit a layer of pure clay at the toe of the slope. The clay commenced heaving and caused considerable movement above, but by Friday morning the movement was very slight, and by Sat. PM had apparently

NOTED (OVER)

Signed

Address Box 420, The Dalles, Oregon

Mail original [illegible] to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

NOTED--

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.4	1.4		1.4	1.4
Miles partially completed	1.8	0		0	0
Miles completed	0	0		0	0
Total estimated quantities (contract)	654,100 cy	61,400 ton		232 ton	14,000 ton
Total quantities corrected to date	654,100	61,400		232	14,000
Estimated quantities moved or placed to date	272,800	2,363		33.3	0
Average daily quantities	5,440	0		0	0
Average daily quantities necessary to complete project on time	4,539	702		2.4	167
Number shifts per day	2				
Hours per shift	8				
Average force on project for week	84				

Men	62
Supervision	6
Men and trucks under 3 tons	
Men and trucks over 3 tons	16
Men and tractors	

Equipment used during week: Shovels 3, Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants 1

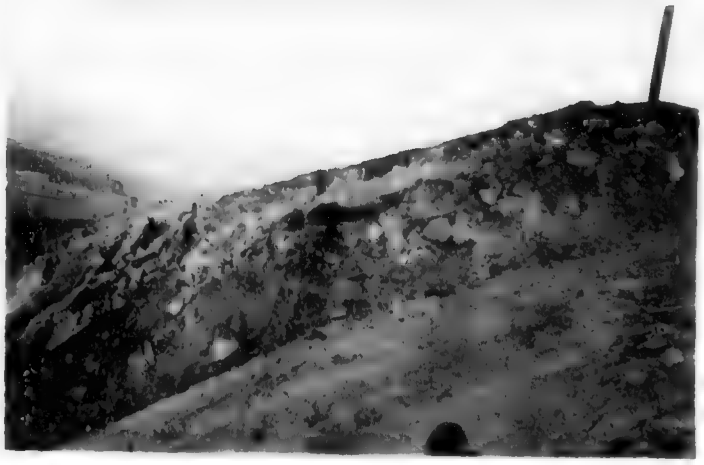
Compressors 5, Bulldozers 4, Compaction rollers 3 DW21, 5 drills, 2 loaders........, ...

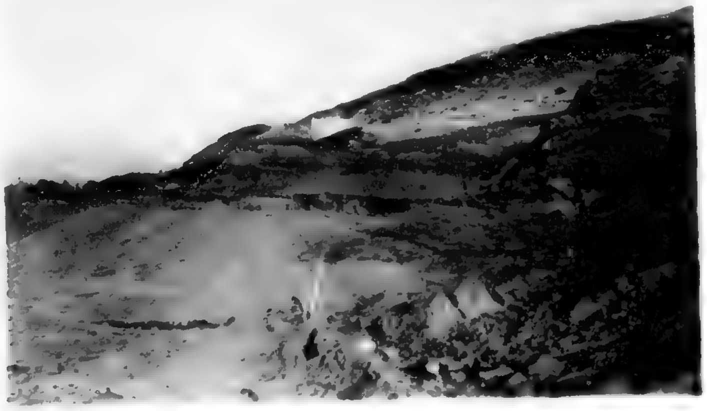
	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	cloudy		
Tuesday	"		
Wednesday	clear		
Thursday	"		
Friday	cloudy		
Saturday	cloudy		

ceased. I intend to leave it alone for at least a week before disturbing it further. I enclose some pictures of the immediate area of our excavation.

Dean Swift was over the job on Tuesday.

Gil Decker was over the job Thursday.





Pressure Ridge on
2:1 slope sta. 2548

Pressure ridge that
formed on our
finished slope

Cracking and sinking
on Army Acc. Rd.
Top of our 60' cut
on left.

Looking up Army
Access Road. water
main was to right
of Picture. Top of
our cut to left

RECEIVED
1961
FOR FILING

5787

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 13, 1961

Mr. R. E. Haacke
Division Engineer
Union Pacific Railroad Company
Pittock Block
Portland, Oregon

The Dalles-Big Eddy Section
Columbia River Highway
Temporary Crossing, Union
Pacific Railroad, M.P. 87.61

Dear Sir:

The Oregon State Highway Department wishes to make application for a temporary crossing of the Union Pacific Railroad mainline at Railroad Station 2558+47, Railroad M.P. 87.61, located immediately easterly of Fifteen Mile Creek near The Dalles. This application is made in behalf of the highway contractor on the subject-named project, Mr. Vernie Jarl.

There will be about 230,000 cubic yards of borrow material to be moved across this crossing and the contractor will average about 5,000 cubic yards per working day. Allowing for bad weather which might occur during the winter period, it would appear that such temporary crossing permit should run to May 31, 1961 with the provision that it could be renewed if necessary.

I forward herewith three copies of a sketch showing railroad alignment, both sides of the proposed crossing, railroad profile on the eastbound mainline, the approximate sight distance both directions, existing typical railroad roadbed section at the crossing, along with four cross-sections of the present ground and proposed grade of contractor's haul road and showing the alignment of the proposed haul road on the railroad property.

The contractor is obligated under the terms of our contract to comply with such conditions as the railroad company sees fit to impose in connection with the crossing.

[illegible]

Will you please give early consideration to the issuance of such a permit and furnish us with an estimate of cost for work required in establishing and operating such a crossing.

Very truly yours,

W. C. Williams
State Highway Engineer

By Tom Edwards

Tom Edwards
Construction Engineer

LMY:fp:jw

Encl.

cc Mr. Vernie Jarl
P. O. Box 507
Gresham, Oregon

W. C. Williams
G. S. Paxson
Dean Swift
Vernon Shull

RECEIVED

RECEIVED
JAN 12 1961
FOR FILING
[illegible]

5787

January 11, 1961

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. S. W. Tanner
Fidelity & Surety Dept.

Gentlemen:

This is to acknowledge your letter of January 10 requesting the name of the prime contractor on State Highway Contract No. 5787.

Our records indicate that Vernie Jarl, Gresham, is the principal contractor for this contract for grading, paving, structures and signing on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

Portland Branch • 627 Board of Trade Building • Portland 4, Oregon

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

January 10, 1961

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: C. W. Head

Re: Snook Bros. - Corvallis, Oregon

Gentlemen:

Recently you returned our inquiry regarding amounts earned by the above contractor on The Dalles-Big Eddy Project, Contract No. 5787. In addition, will you kindly advise us the name of the prime contractor on this job and in the event that Snook Bros. are the prime x No contractors, will you please advise the name of the attorney-in-fact who signed the Performance Bond.

Thank you for your assistance.

Very truly yours

UNITED PACIFIC INSURANCE COMPANY

SWTanner

S. W. Tanner
Fidelity & Surety Department

SWT:jm

RECEIVED
JAN 11 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

FORM E 123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 10, 1961

Mr. Vernie Jarl
P. O. Box 507
Gresham, Oregon

The Dalles-Big Eddy Section
Columbia River Highway
Contract No. 5787

Dear Sir:

You have recently requested that the Highway Department use their good offices in obtaining a temporary railroad crossing permit from the Union Pacific Railroad for your use in connection with development of a haul road to be utilized in the prosecution of the work for which you are obligated under the subject-named contract. The said crossing of the railroad is to be located left of Highway Station 2507+15 and crossing the mainline of the Union Pacific Railroad at Railroad Station 2558+47, Railroad Milepost 87.61.

In this connection, it should be pointed out that under the special provisions for this contract in the last paragraph on Page 8 under the heading "Hauling Across Railroad" the contractor was obligated to make his own arrangements with the railroad and bear all expenses attendant thereto for such a crossing.

In view of the fact that the Union Pacific Railroad will not grant a crossing to you directly and wishes the Highway Department to be a party to such a crossing agreement, the Highway Department will apply for such a temporary crossing permit in its name provided that you will pay all expenses attendant to meeting the requirements imposed by said railroad company for such crossing and permit in accordance with the special provisions of said contract.

In order to expedite this matter, and if the terms of the foregoing are agreeable to you, please sign the extra copy of this letter acknowledging the same and return it to Mr. Vernon Shull, Resident Engineer on the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

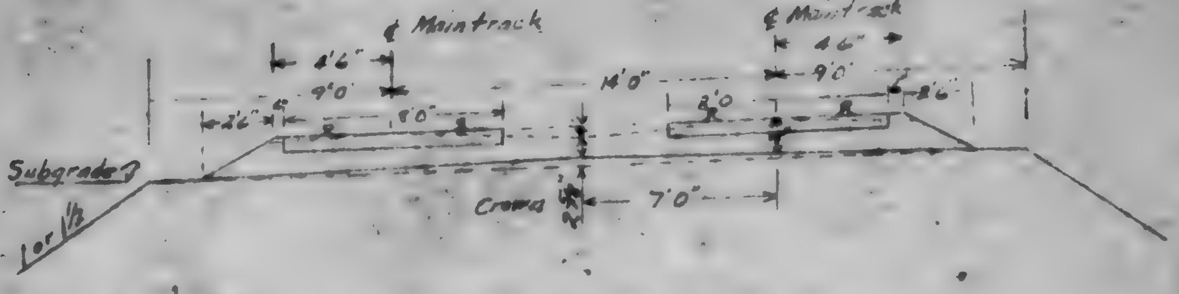
Tom Edwards
Construction Engineer

ACKNOWLEDGEMENT:

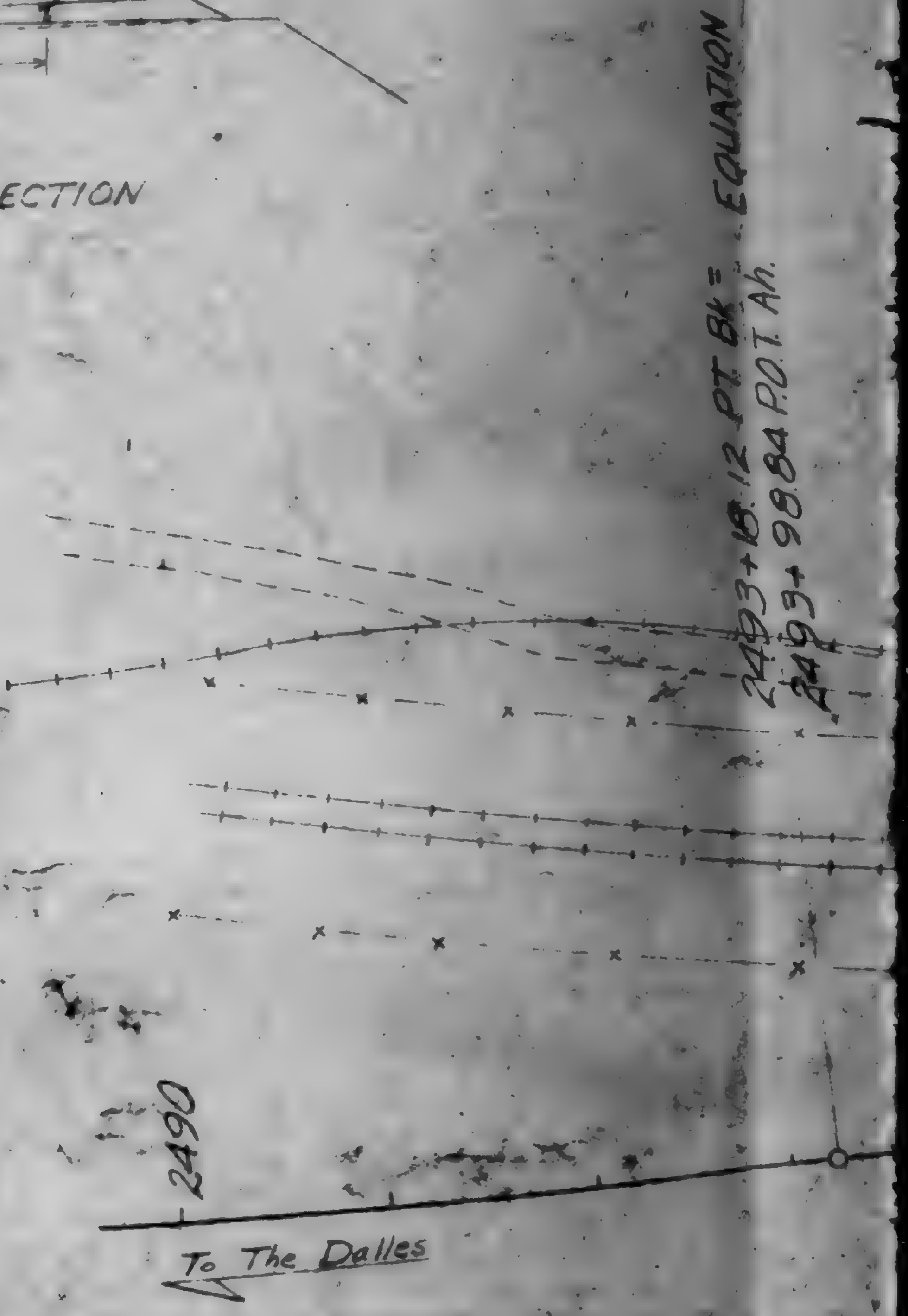
The terms of the above letter are agreeable to me and I will be bound by the same.

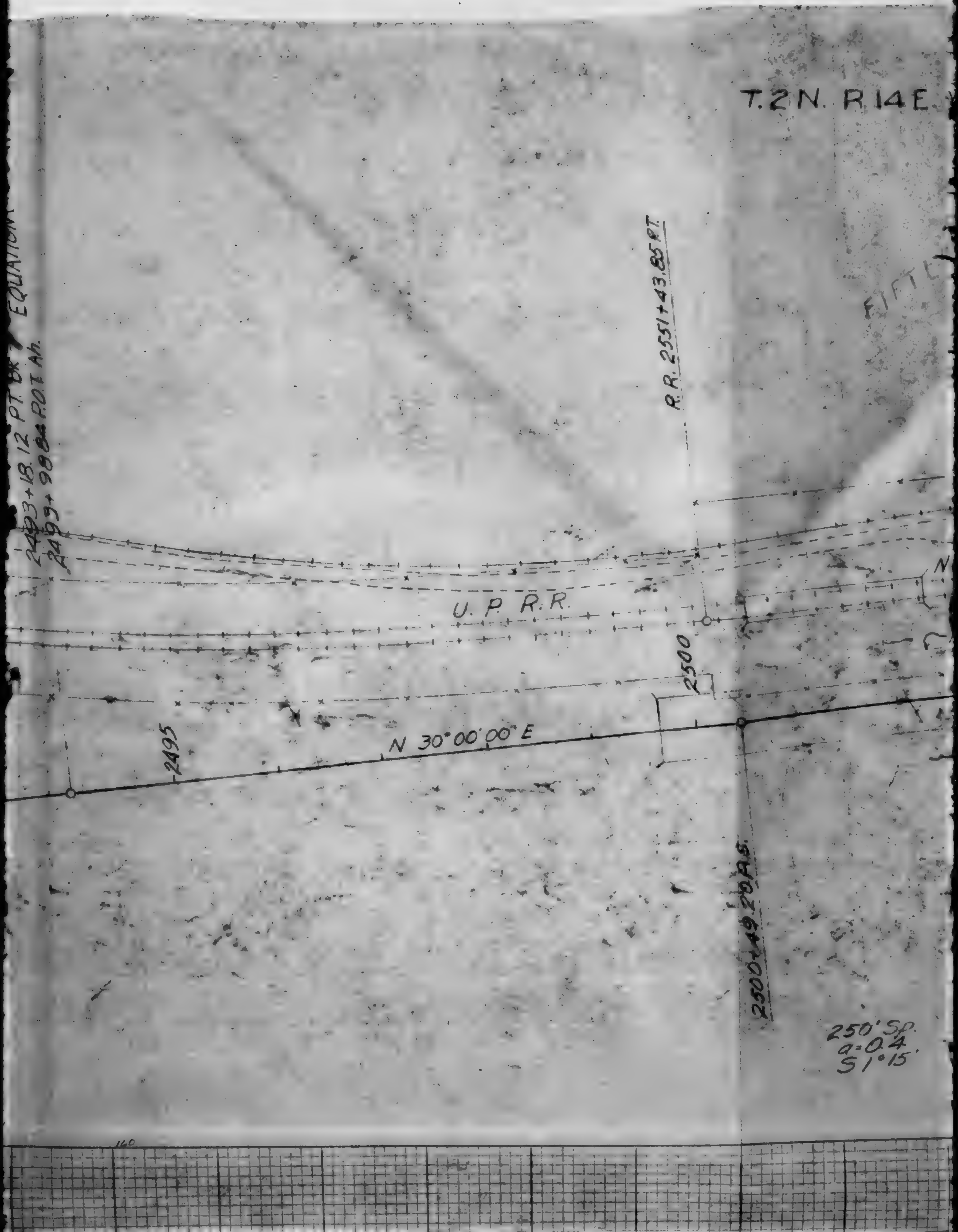
1-12-61
Date

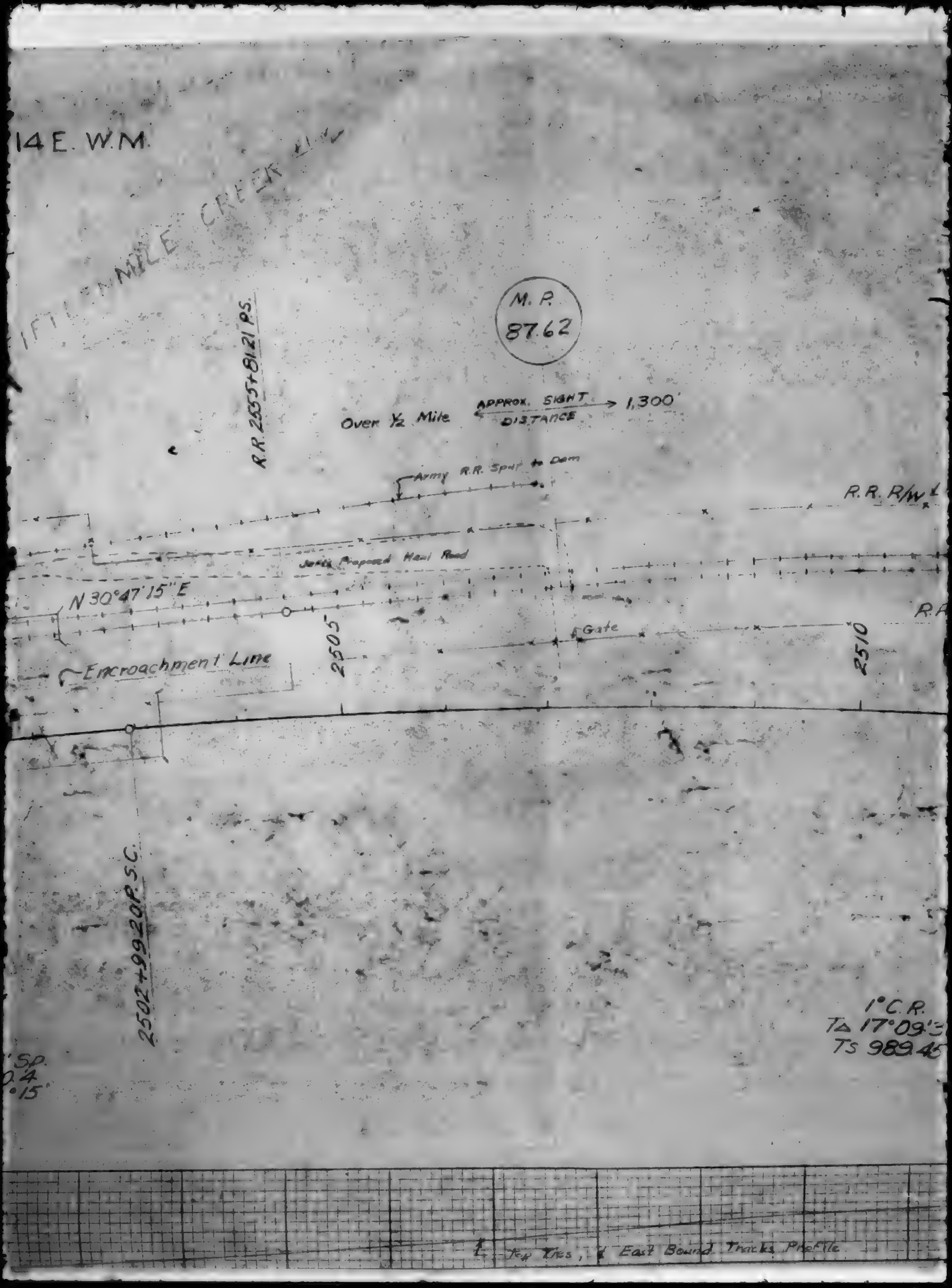
Vernie Jarl
Contractor


℄ Maintrack
4'6"
9'0"
2'6"
8'0"
14'0"
℄ Maintrack
4'6"
9'0"
8'0"
2'6"
Subgrade
1 or 1½
Crown
7'0"

TYPICAL RAILROAD SECTION

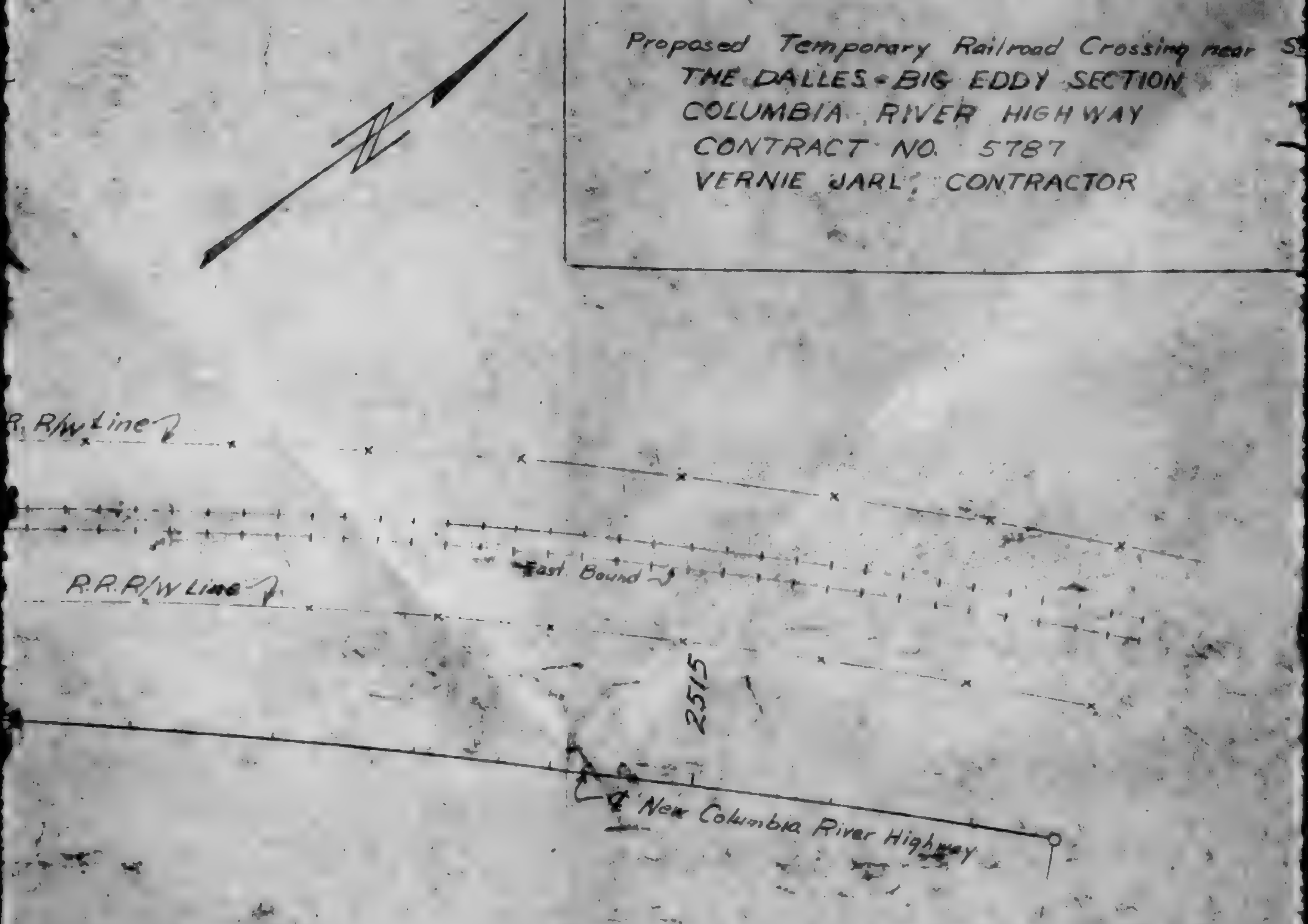

2493+18.12 P.T. Bk = EQUATION
2493+98.84 P.O.T. Ah.
2490
To The Dalles


T. 2 N. R. 14 E.
2493+18.12 PT. Bk. EQUATION
2499+90.84 P.O.T. Ah.
R.R. 2551+43.85 PT.
U. P. R.R.
2500
2495
N 30°00'00" E
2500+49.20 P.S.
250' Sp.
a=0.4
S1°15'
160


14 E. W.M.
IFTEENMILE CREEK
M.P. 87.62
R.R. 2555+81.21 P.S.
Over ½ Mile
APPROX. SIGHT DISTANCE
1,300'
Army R.R. Spur to Dam
R.R. R/W
Jerk's Proposed Haul Road
N 30°47'15" E
R.R.
Gate
Encroachment Line
2505
2510
2502+99.20 P.S.C.
Sp.
0.4
°15
1° C.R.
T∆ 17°09'3
Ts 989.45
℄ Top Ties, ℄ East Bound Tracks Profile

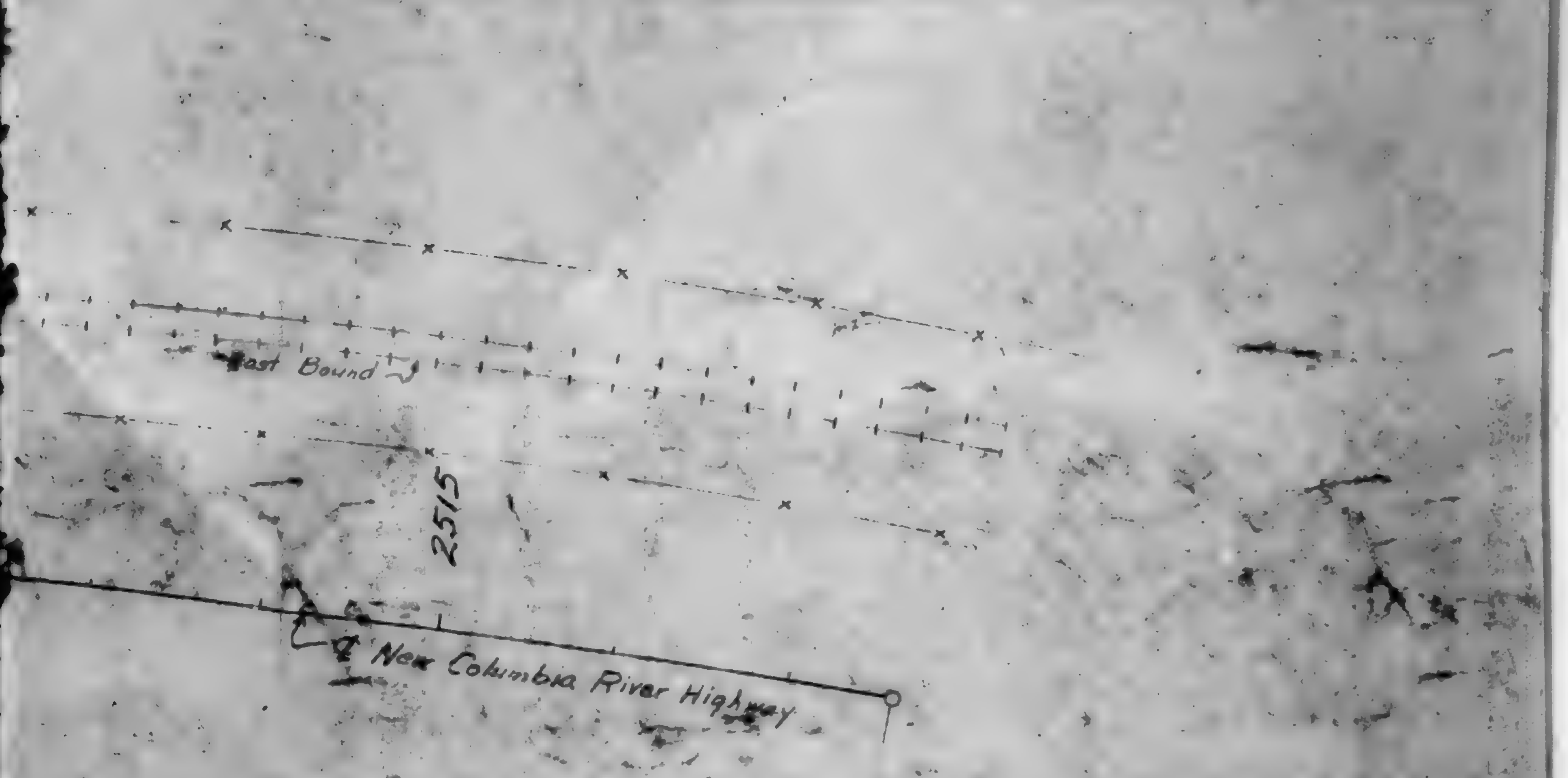
Proposed Temporary Railroad Crossing near S

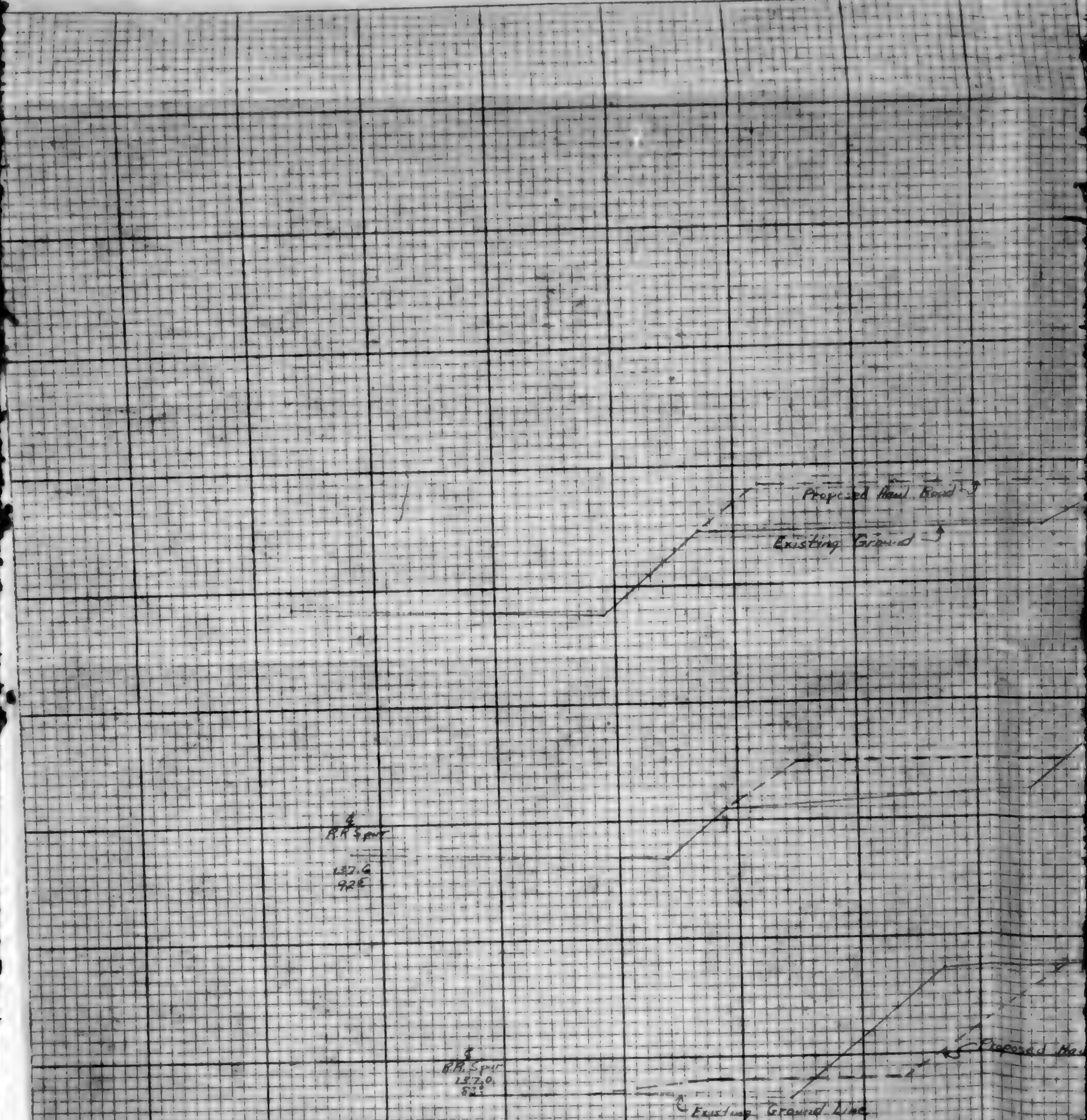
THE DALLES - BIG EDDY SECTION
COLUMBIA RIVER HIGHWAY
CONTRACT NO. 5787
VERNIE JARL, CONTRACTOR

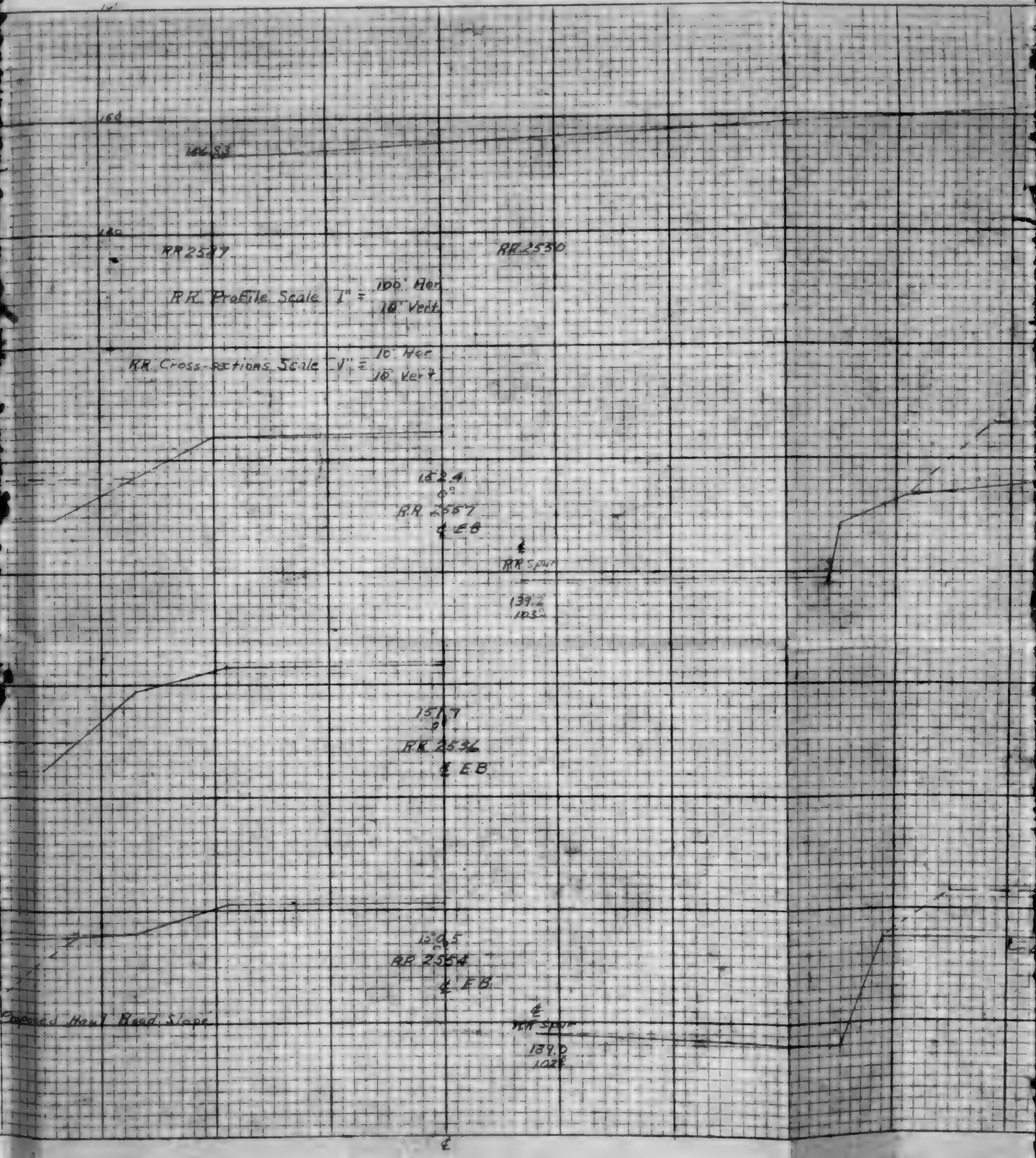


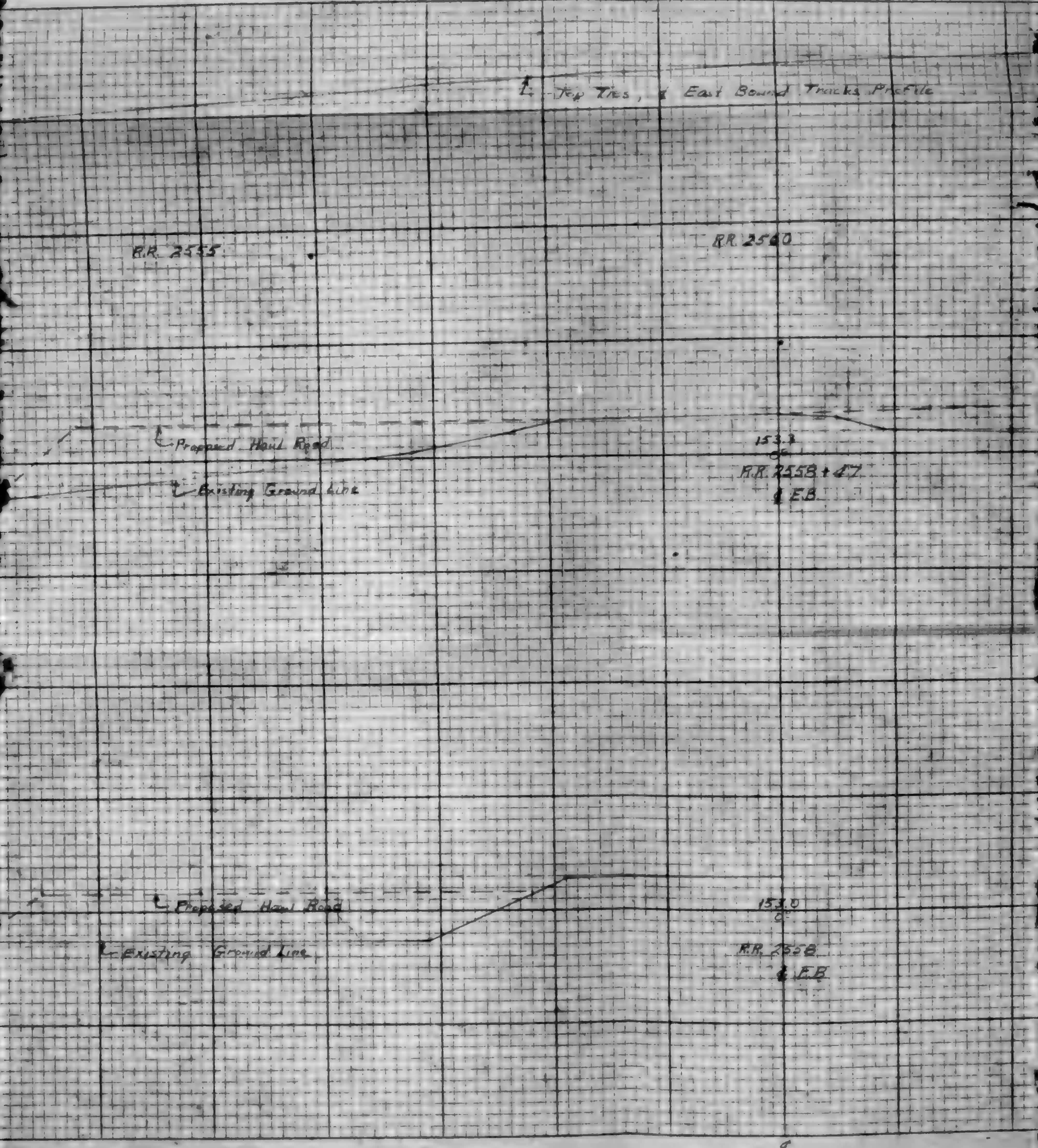
N
R. R/W Line
East Bound
R.R. R/W Line
2515
℄ New Columbia River Highway
2517+65.03 P.C. 5
C.R.
7°09'30"
89.45'
138.99
130

Proposed Temporary Railroad Crossing near Seufert, Oregon
THE DALLES - BIG EDDY SECTION
COLUMBIA RIVER HIGHWAY
CONTRACT NO. 5787
VERNIE JARL, CONTRACTOR

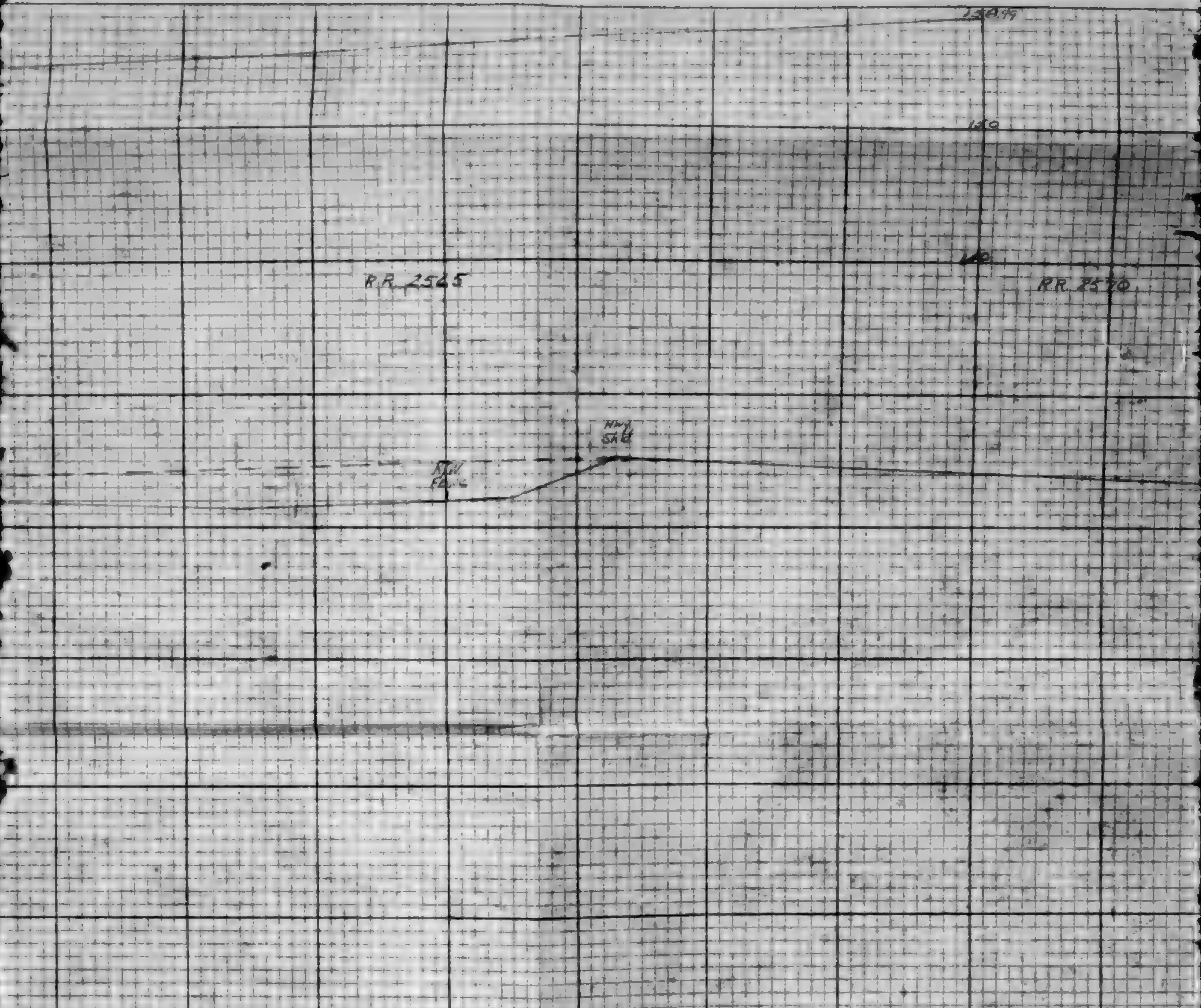

East Bound
2515
℄ New Columbia River Highway
2517+65.03 P.C.5
138.99
130

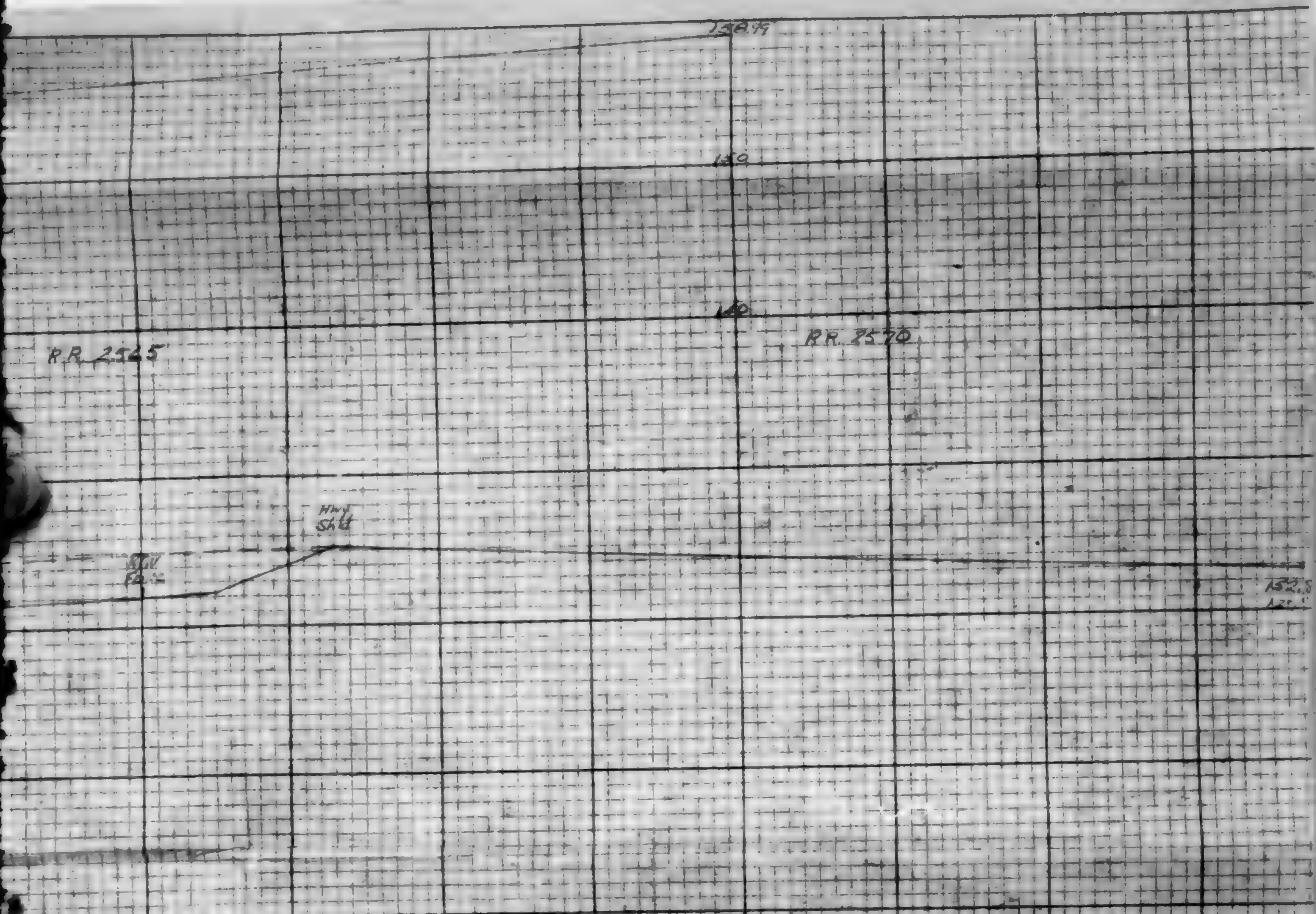

Proposed Haul Road
Existing Ground
℄
R.R. Spur
137.6
92E
℄
R.R. Spur
137.0
82
Existing Ground Line
Proposed Ha


160
146.83
140
RR 2527
RR 2530
RR Profile Scale 1" = 100' Hor
10' Vert
RR Cross-sections Scale 1" = 10' Hor
10' Vert
152.4
0
RR 2557
℄ EB
℄
RR Spur
139.2
103
151.7
0
RR 2556
℄ EB
150.5
0
RR 2554
℄ EB
Proposed Haul Road Slope
℄
RR Spur
139.0
102
℄



℄ Top Ties, ℄ East Bound Tracks Profile
R.R. 2555
R.R. 2560
℄ Proposed Haul Road
℄ Existing Ground Line
153.3
R.R. 2558+47
℄ E.B.
℄ Proposed Haul Road
℄ Existing Ground Line
153.0
R.R. 2558
℄ E.B.
℄


138.99
130
120
R.R. 2545
R.R. 2550
Hwy Shld
R/W
FL.


158.79
150
140
R.R. 2565
R.R. 2570
Hwy Shld
R/W
152.8

RECEIVED
JAN -5 1961
FOR FILING

FORM 2-30 50M 2-60 26118

1-4CN-3(19)

5787

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1960

SUBJECT: File No. 32326 - Stadelman
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

To: Mr. P. M. Stephenson
Assistant State Highway Engineer

Office

An appraisal has been completed on the 12 acres under consideration for a maintenance site in The Dalles. This property lies southwesterly of the present maintenance station.

The total value of the 12 acres by appraisal is estimated at $88,000. This figure is arrived at as follows:

4.0 acres at $10,000 per acre	=	$40,000
8.0 acres at $ 6,000 per acre	=	48,000
Total Value		$88,000

We will not negotiate for this property until we are advised to do so by you.

D H Moehring
D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr

NOTED
P. M. STEPHENSON

RECEIVED
JAN 4 1961
OFFICE OF
[illegible] ENGINEER

FORM E-90X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1960

5787

To:

MEMO TO THE FILES

SUBJECT: The Dalles-Big Eddy Section
Columbia River Highway
Contract No. 5787

Dean Swift called this date stating than an M.C. binder placed at a detour section of this project had emulsified Saturday, December 17 and caused considerable oil splattering on an undetermined number of vehicles. It is estimated that the number apparently is anywhere from 50 to 200 or 300. Facts leading up to this were these:

1. During November, an RC-3 binder was placed on the detour in place of the proposed 0-9 oil project. This substitute was made due to the lateness of the season.

2. Around the early part of December this binder started breaking up rapidly.

3. A conference was held at the site between the Resident Engineer, Bureau of Public Roads representative Schwiesow and the contractor's superintendent. At this conference, a method of handling traffic through the project was discussed. The contractor expressed the opinion that he did not wish to maintain a gravel road over the winter months and would like us to authorize a resurface of some type.

4. The resident engineer checked with Assistant Division Engineer Warfield and the three members present at the meeting decided to try an M.C. oil job.

5. This work was done on December 9, 1960 and a Price Agreement subsequently submitted to cover said work.

6. On December 17 the M.C. oil emulsified and splattered this undetermined number of cars before anything could be done.

7. As soon as possible, a blanket of crushed rock was placed over the oil to prevent further damage.

8. We were informed of this and have discussed the

matter with the Legal Department as to the handling of the many claims.

9. In view of the partial responsibility to both the contractor, the State and to the Bureau of Public Roads in this matter, the Legal Division has suggested that we inform the contractor that the settling of the claims is his responsibility.

10. They further state that if he feels at some later date that it is not his obligation, it will be up to him to present to us or to our insurance carrier a claim.

11. The Legal Department is also going to notify our insurance company of the facts surrounding this matter.

12. Mr. Swift has been instructed to inform the contractor that it is his obligation under the terms of the contract to handle the claims.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
Leonard Lindas
Dean Swift

RECEIVED

RECEIVED
DEC 13 1960
FOR FILING
I-8ch-2(19)84
5787

December 13, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: The Dalles-Big Eddy
Columbia River Hwy.

Dear Sir:

I discussed with Mr. Baysinger yesterday the possible revision in our right-of-way acquisition in the vicinity of the Northwest Liquified Gas Company installation west of The Dalles.

Mr. Baysinger took notes on the right-of-way line which we propose, and I would appreciate your advice as to whether these revisions will satisfy the needs of the Gas Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ms

cc to: Mr. W. C. Williams
Mr. Tom Edwards

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1960

SUBJECT: Right of Way
Union Pacific Railroad Company
The Dalles

To:
Mr. G. S. Paxson
Asst. State Highway Engineer
BUILDING

In line with your letter of November 14, 1960 regarding the right of way at the Northwest Liquified Gas Company's property west of The Dalles, I am attaching the letter from Mr. Baker along with their map of this area.

We found that it was possible to revise our right-of-way line as shown in red on the attached print which was not quite as much as that proposed by the railroad company. This description was transmitted to Mr. Wright.

As Mr. Wright had already started dealings with the railroad company on this right of way, he was informed that either this new description or the previous one would be accepted from a construction standpoint and that he could use the description best suited for dealing with the railroad company.

A rough draft as requested has not been included inasmuch as I am not sure which description Mr. Wright will use.

Tom Edwards
Construction Engineer

By

D. J. Barbee
Asst. Construction Engineer

DJB:jk

Attachment

RECEIVED
DEC - 7 1960
OFFICE OF
STATE [illegible] ENGINEER

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

NOVEMBER 8, 1960

(Ref. File: D 315-2-93)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

DIVISION
RECEIVED
NOV 15 [illegible]
NOTED- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

The Dalles - Big Eddy Section,
Columbia River Highway

Referring to your letter of October 4 and previous correspondence regarding possibility of changing alignment in vicinity of Northwest Liquified Gas Company near the west City limits in The Dalles:

The cross-sections received with your letter of October 4 would indicate that it is possible to reduce the amount of easement on southerly side of center line of proposed highway between Stations 2312+93 and 2320 as indicated in purple on attached print dated October 13, 1960. By reducing the amount of easement to this line, Northwest Liquified Gas Company buildings would remain as they are and eliminate expenditure for rearranging these buildings, which would be required if easement is granted as last requested by State Highway Department.

Will you please reconsider request for easement through this area, and advise if it will be satisfactory to reduce the area on southerly side of proposed highway as indicated by the attached print?

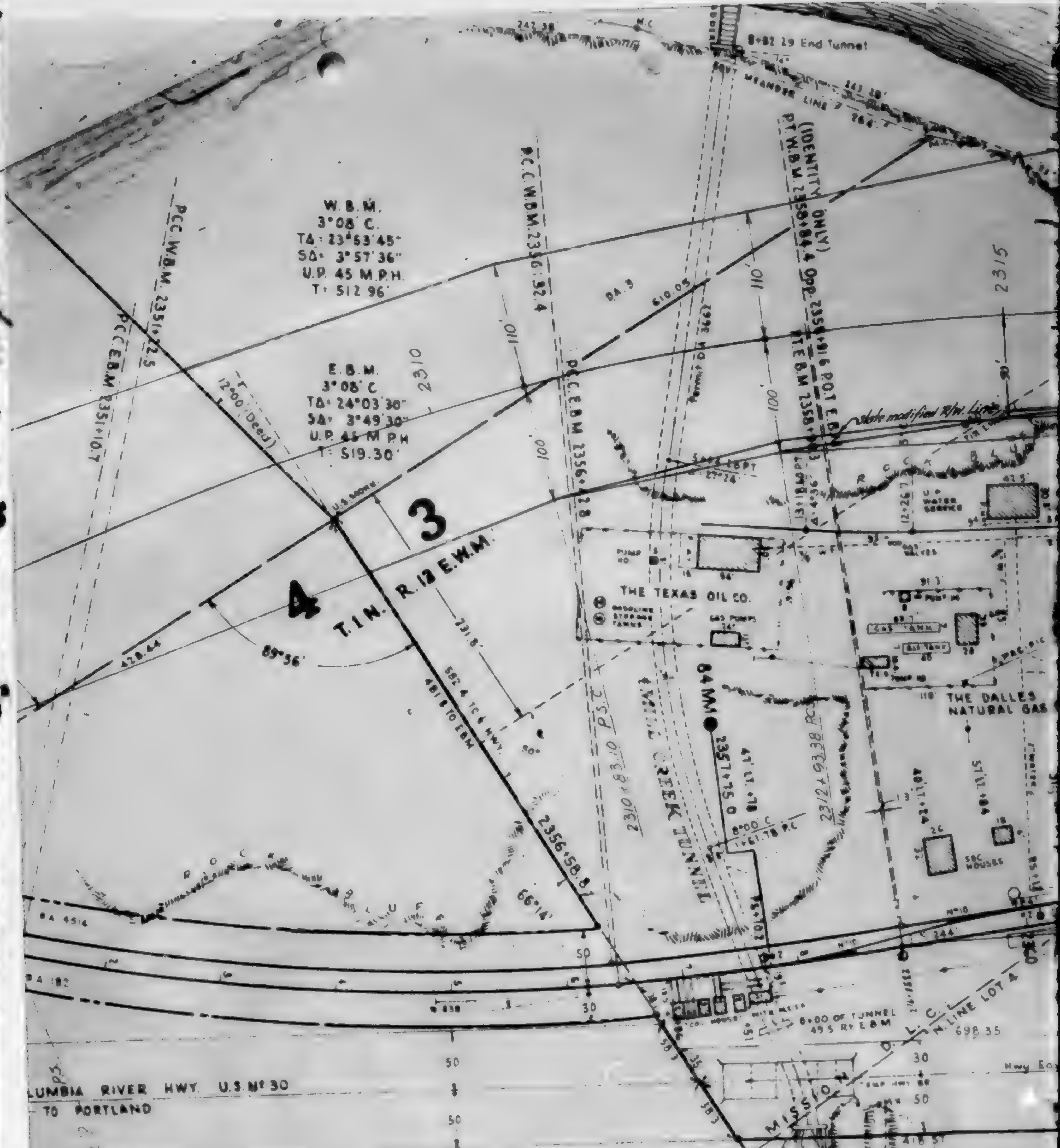
Yours very truly,

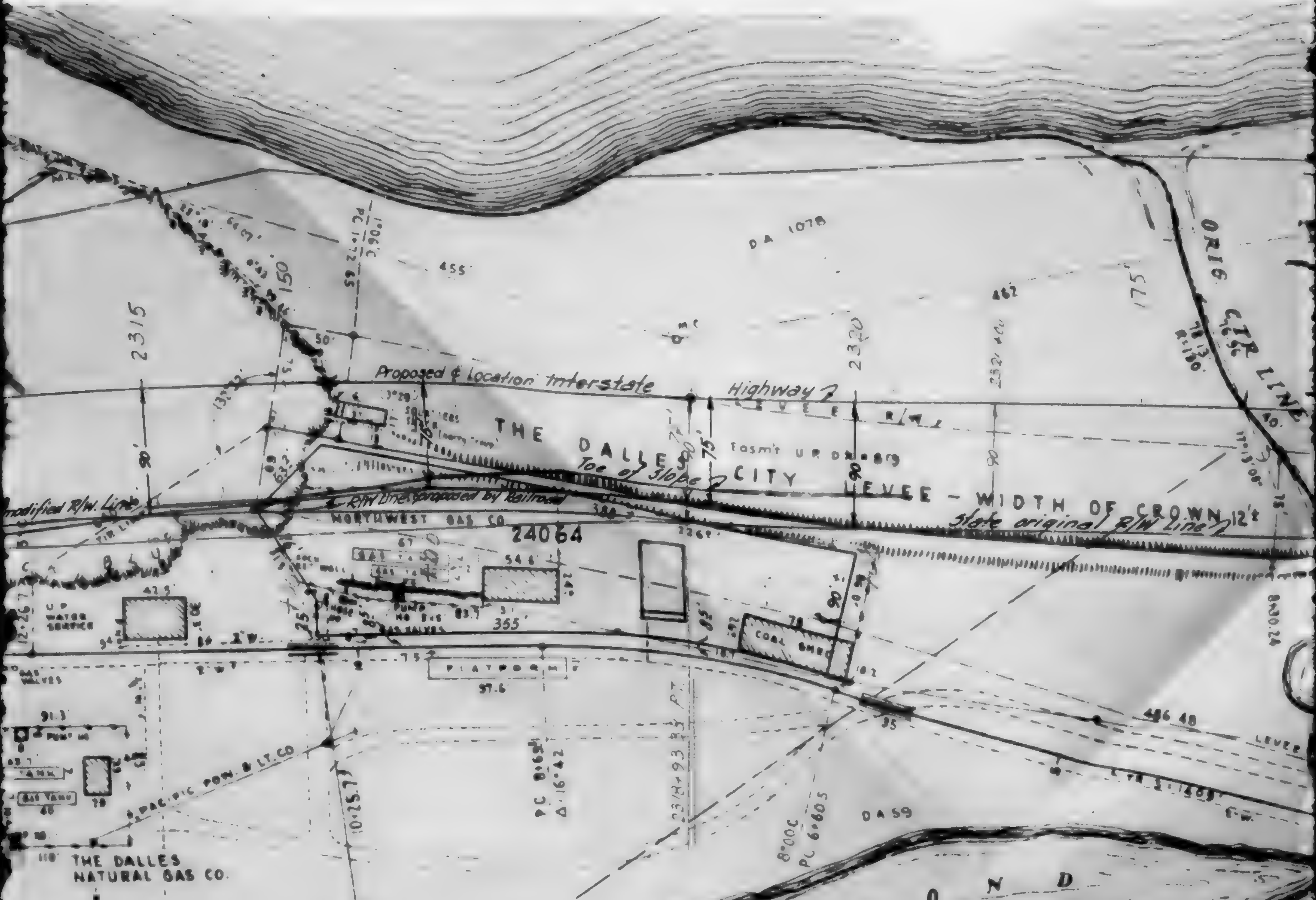
G. H. Baker

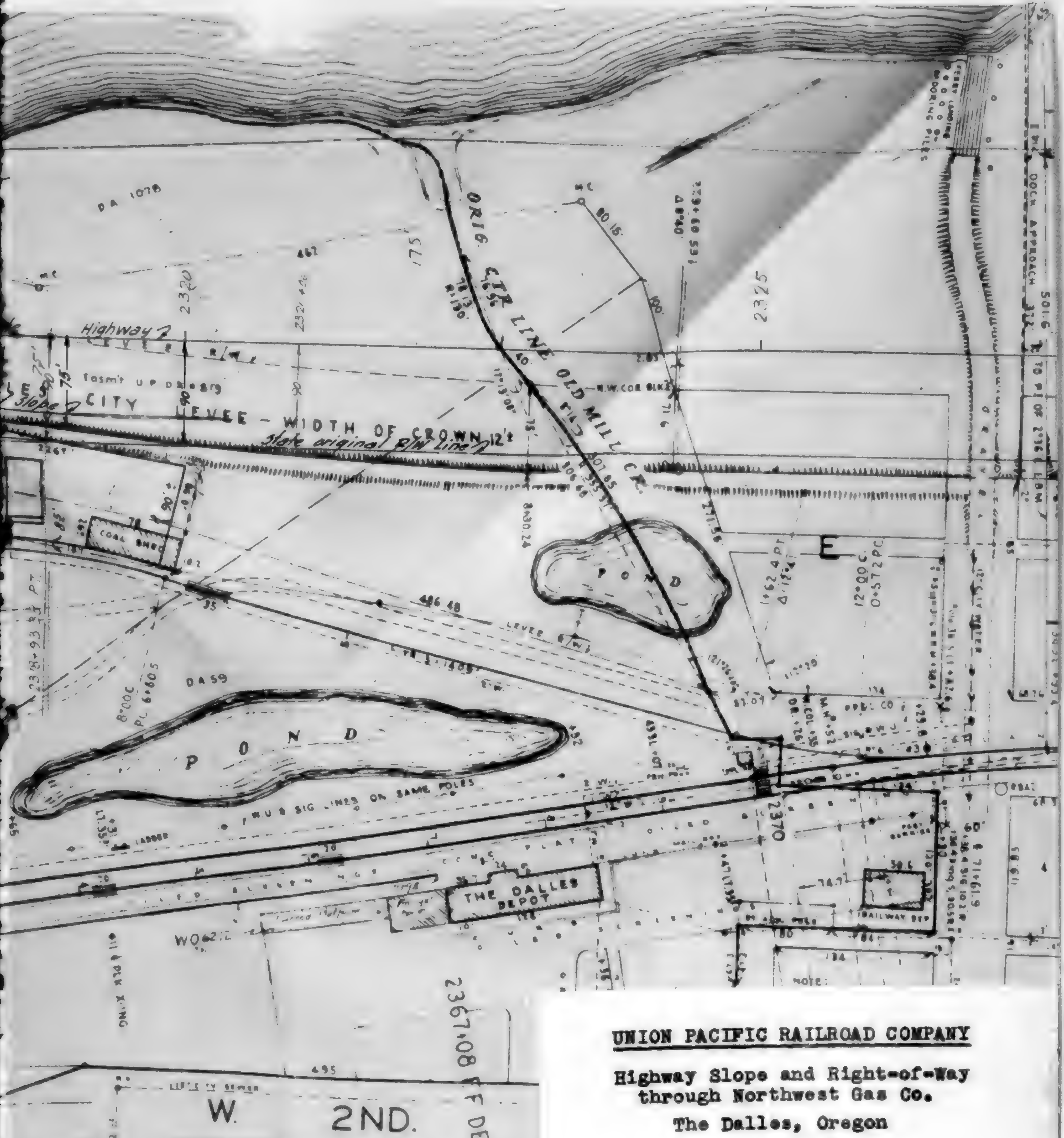
G. H. Baker,
Superintendent

enc.

RECEIVED
14 1960
OREGON
STATE HIGHWAY COMMISSION

8+82 29 End Tunnel
GOVT MEANDER LINE 7
243 20'
264.7
M.C.
W.B.M.
3°08' C.
TΔ: 23°53'45"
SΔ: 3°57'36"
U.P. 45 M.P.H.
T: 512.96'
E.B.M.
3°08' C
TΔ: 24°03'30"
SΔ: 3°49'30"
U.P. 45 M.P.H.
T: 519.30'
P.C.C. W.B.M. 2351+12.5
P.C.C. E.B.M. 2351+10.7
P.C.C. W.B.M. 2356+92.4
P.C.C. E.B.M. 2356+12.8
(IDENTITY ONLY)
P.T. W.B.M. 2358+84.4 Opp. 2358+91.6 P.O.T. E.B.
P.T. E.B.M. 2358+
D.A. 3
610.05
110'
100'
110
100
2310
2315
12'00" (Deed)
U.S. MONU.
3
4
T. 1 N. R. 13 E.W.M.
89°56'
428.44
231.8'
90°
482.4 TO E.W. HWY.
481.8 TO E.B.M.
2356+58.8'
66°14'
R O C K B L U F F
R O C K B L U F F
State modified R/W. Line
13+18 MPT
Δ 4°36'
12+26.7
U.P. WATER SERVICE
42.5'
94
92
VALVES
PUMP HO
94'
16
THE TEXAS OIL CO.
GASOLINE STORAGE TANKS
GAS PUMPS 24'
91.3'
PUMP HO
GAS TANK
GAS TANK
PUMP HO
PACIFIC
110'
THE DALLES NATURAL GAS
84 MI
2357+75.0
47' Lt. +78
8°00' C
1+61.78 P.C.
MILL CREEK TUNNEL
2310+83.10 P.S.T.
2312+93.38 P.C.
401.7+24
577.1+84
26
SEC HOUSES
18
No. 10
244
50
30
50
50
D.A. 45.14
D.A. 18
638
COLUMBIA RIVER HWY. U.S. No. 30
TO PORTLAND
CITY NATATORIUM
CO. HOUSE
0+00 OF TUNNEL
49.5 Rt. E.B.M.
D. L. C.
N. LINE LOT A
698.35
Hwy. Eo
MISSION
METHODIST
418.57
2304+83.9
P.S.


DA 1078
455
462
2315
2320
175'
150
50'
ORIG CTR LINE
Proposed ¢ Location Interstate Highway
THE DALLES CITY LEVEE - WIDTH OF CROWN 12'±
Toe of Slope
Easm't U.P. D 26889
Modified R/W Line
R/W Lines proposed by Railroad
State original R/W Line
NORTHWEST GAS CO.
24064
U.P. WATER SERVICE
COAL SHED
PLATFORM
97.6
355
PAC. POW. & LT. CO
THE DALLES NATURAL GAS CO.
DA 59
POND
F.W.U. & SIG LINES ON SAME POLES
LADDER
DA 187
331.0
2361+54.2
SBC HOUSES
THE DALLES DEPOT
18.3'
N. LINE LOT 4
698.35
Hwy Easm't CA 16301
495
W. 2ND.
2367+08 F.F. DEPOT 35.5



ORIG CTR LINE OLD MILL CR.
Highway
CITY LEVEE - WIDTH OF CROWN 12'±
State original R/W Line
Slope
Easm't U.P.
75'
90
2320
2325
2370
DA 1078
DA 59
POND
POND
E
COAL SHED
N.W. COR BLK
LEVEE R/W
DOCK APPROACH
WATER
W.U. & SIG LINES ON SAME POLES
THE DALLES DEPOT
RAILWAY EXP
W. 2ND.
495
2367+08 PF DEPOT 35.5

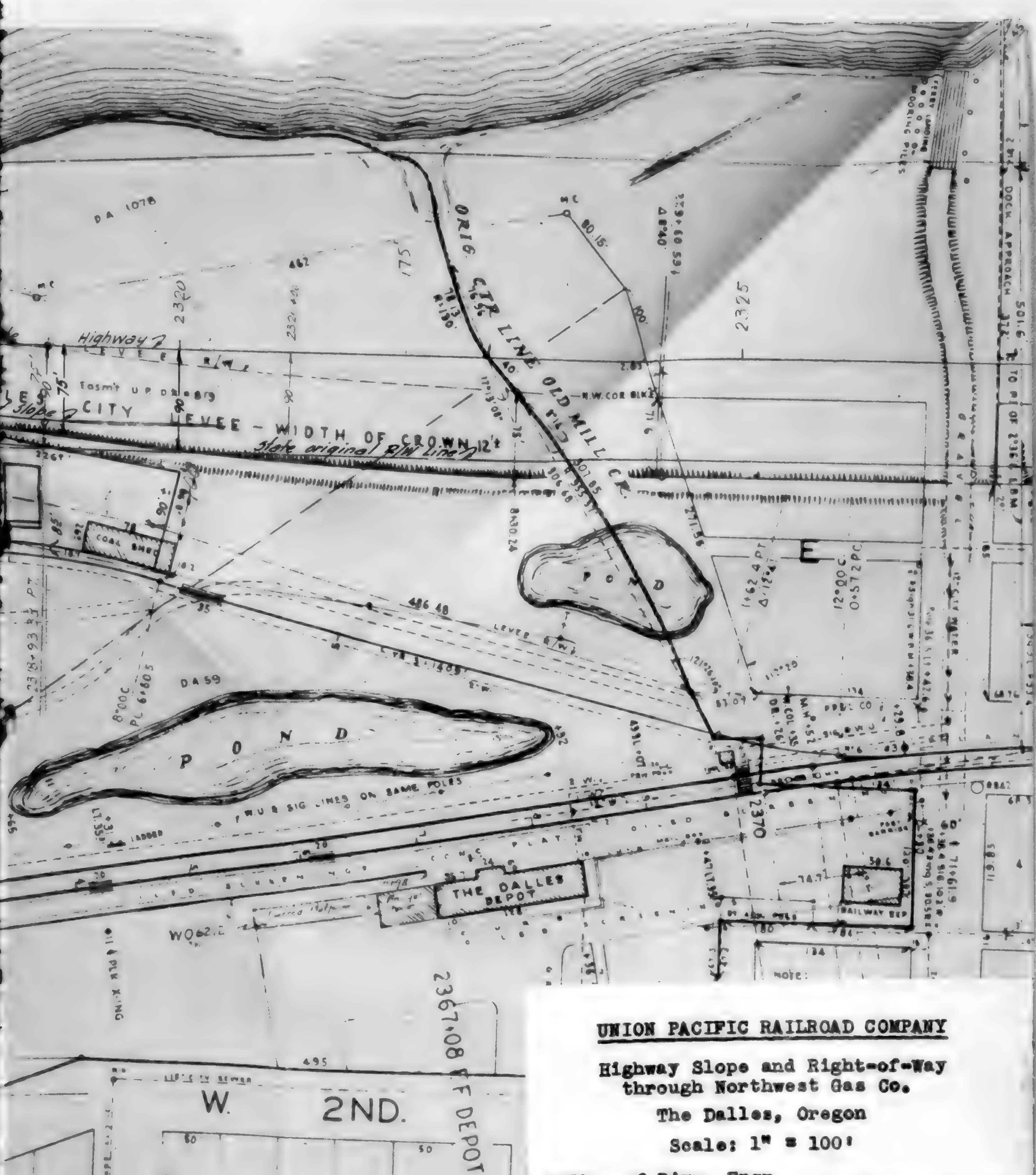
UNION PACIFIC RAILROAD COMPANY

Highway Slope and Right-of-Way through Northwest Gas Co.

The Dalles, Oregon

Scale: 1" = 100'

Office of Divn. Engr.
Albina, Oregon October 13, 1960


DA 1078
175
2320
2325
462
ORIG CITY LINE OLD MILL CR.
Highway
LEVEE R/W
Easm't U.P. D2 8813
CITY
LEVEE - WIDTH OF CROWN 12'±
State original R/W Line
Slope
90
75'
N.W. COR BLK
COAL SHED
486.48
LEVEE R/W
D.A. 59
POND
POND
E
P.W.U. & SIG LINES ON SAME POLES
2370
THE DALLES DEPOT
RAILWAY EXP
DOCK APPROACH
W. 2ND.
2367+08 F.F. DEPOT 35.5
495
note:

UNION PACIFIC RAILROAD COMPANY

Highway Slope and Right-of-Way
through Northwest Gas Co.

The Dalles, Oregon

Scale: 1" = 100'

Office of Divn. Engr.
Albina, Oregon

October 13, 1960

Form E-1—(Rev.)-

1-41K-3(10)

5787

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 10, 1960

Section The Dalles-Big Eddy

Kind of work Grading, Paving, Structures & Signing

Highway Columbia River County Wasco

Section prefix 633-1070

Contractor Vernie Jarl

Contract number 5787

Date of contract August 26, 1960

Specified work days 130

Date work started August 15, 1960

Work days used 46

Project authorization $1,299,025.13

Exclusive of engineering $1,206,650.01

Per cent of time elapsed 35.4 %

Estimated cost of completed project, exclusive of engineering $1,206,650.01

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 20.7 %

Engineering authorization $92,375.12

Engineering cost to date $17,400.00, 18.8 %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
85	33	25	32	2	1	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Jarl worked his shovel, 2 dozers, DW21's and haul rigs all week between the Creek and the ### Dam on sand and overburden. Progress slow due to some poor haul road and equipment broke down. Averaging about 50% of his equipment broke down at any given time. Hauling to the beginning of the job. Put off one good shot, traffic delayed only a few minutes as no rock was thrown.

One 3/4 yd. shovel and one rocker worked all week on the County Access Road, making only fair progress.

Snook worked on forms, steel and falsework for the Fifteenmile Creek Bridge, and poured three footings.

Warren-Northwest shot two lifts of RC-3, covered with 3/4-0 on the Detour on Friday.

All Sub-contracts on this job have now been received and approved. Snook Bros., Bridges, Walls & Signing. Warren Northwest, Oiling & Paving, Vern Hoaglin Const. Co., Guardrail, Barricades, Median Rail, Sight Posts & Fencing.

Dean Swift was over the job on Tuesday.

Mr. Schwiesow was over the job on Thursday.

CONSTRUCTION DIVISION
RECEIVED
DEC [illegible] 1960

NOTED
M. N. Juve

NOTED

NOTED
C. E. PAULSEN

Signed Vernon E. [illegible]

Address Box 420, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

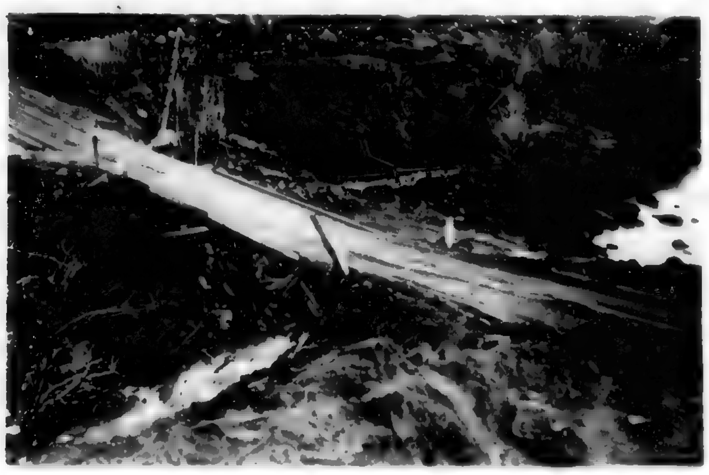
State Printing

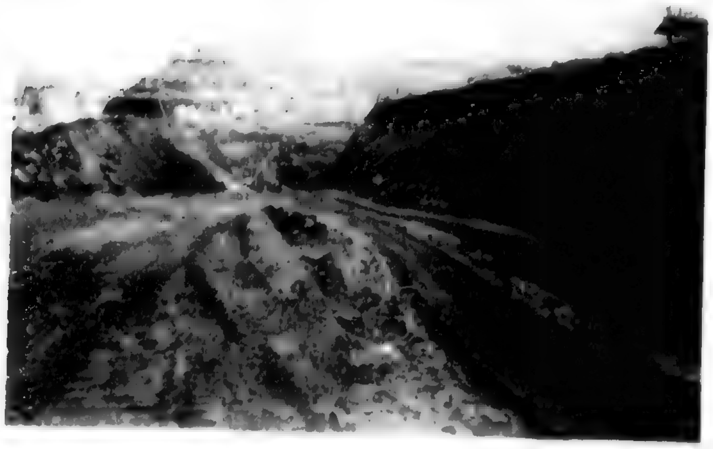
	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.4	1.4		1.4	1.4
Miles partially completed	1.7	0		0	0
Miles completed	0	0		0	0
Total estimated quantities (contract)	654,100 cy	61,400 ton		232 ton	14,000 ton
Total quantities corrected to date	654,100	61,400		232	14,000
Estimated quantities moved or placed to date	169,000	1,702		33.3	0
Average daily quantities	2,700	160 (1 day)		16.4 (1 day)	0
Average daily quantities necessary to complete project on time	5,763	711		2.4	167
Number shifts per day	2				
Hours per shift	8			Warren Northwest(1 day)	
Average force on project for week	65			7	
Men	53			3	
Supervision	6			1	
Men and trucks under 3 tons				1	
Men and trucks over 3 tons	6			2	
Men and tractors					

Equipment used during week: Shovels 3, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors 2, Bulldozers 4, Compaction rollers ...., 1 dist., 2 drills, 2 loaders, 3 DW-21's

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			





The Dalles-Big Eddy

Haul road across Fifteen
mile Creek. 12-6-60

The Dalles-Big Eddy

Haul road across Fifteen
mile creek. 12-6-60

The Dalles-Big Eddy

Haul road across Fifteen
mile creek. 12-6-60

RECEIVED
DEC 5 - 1960
FOR FILING

I-80N-3(17)84

5287

November 30, 1960

1888

Mr. G. H. Baker
Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

This will acknowledge your letter dated November 21 concerning damage to a rock slide fence at approximate M.P. 88 on November 17 at 7:10 a.m. by the rolling equipment operated on the Dalles-Big Eddy Section of the Columbia River Highway under contract to Mr. Vernie Jarl.

Damages to railroad facilities resulting from the operation of the contractor on this State Highway project is the responsibility of the contractor. When we receive the bills for the repairs, we will forward them to Mr. Jarl for payment.

Very truly yours,

[illegible] L. Porter
Acting State Highway Engineer

cc Mr. Vernie Jarl
Post Office Box 577
Gresham, Oregon

General Insurance Company
c/o Dooly & Co.
Board of Trade Building
Portland 4, Oregon

bc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Dean Swift

NOTED
FORREST COOPER

FBK:fp fn

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

NOVEMBER 21, 1960

(Ref. File D 315 - 2 - 93)

CERTIFIED MAIL

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

The Dalles - Big Eddy Section
Columbia River Highway

This is to advise that damage was sustained to the Railroad's rock slide fence at approximately M.P. 88, 7:10 A.M., November 17, 1960, by rolling equipment operated by Contractor Vernie Jarl, on the captioned project.

We expect to present a bill for the repairs when the costs have been determined.

Will you please acknowledge receipt of this letter?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

cc:
Mr. Vernie Jarl,
Contractor
P. O. Box 507
Gresham, Oregon

General Insurance Company
c/o Dooly & Co.
Board of Trade Building
Portland 4, Oregon

RECEIVED
NOV 25 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Fdw

FORM E-125

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Mr. Williams

RECEIVED
1960
FOR

I-ECN-3(19) 74
5787

November 22, 1960

NOTED
W. C. WILLIAMS

Mr. Vernie Jarl
P. O. Box 507
Gresham, Oregon

Re: The Dalles-Big Eddy Contract #5787

Dear Mr. Jarl:

On November 17, 1960, the Union Pacific Railroad Company, by and through its Superintendent, G. H. Baker, addressed a letter to Mr. W. C. Williams, State Highway Engineer, relative to the above contract, the pertinent portions of said letter being quoted as follows:

> "The plans covering construction of Columbia River Highway on new location easterly of The Dalles, indicate that considerable amount of rock will have to be shot between Engineers Stations 2510 and 2540 which will create a definite hazard to operation of our signal and communication lines and therefore it will be necessary to relocate these wire lines during time of construction for this portion of highway.
>
> "It is proposed to place the signal lines in cable through the area and relocate the communication line temporarily over the top of hillside adjacent to the Telephone Company's line. Temporary relocation of the communication and signal line is estimated to cost $24,600 less salvage."

In connection with the request of the Union Pacific Railroad Company, I call your attention to the provisions of Section 1.7.14 of the Standard Specifications for Highway Construction which has to do with the protection of property and persons.

The provisions of this section are self-explanatory, and are as follows:

> "In the performance of the work to be done under the contract, the contractor shall use every reasonable

> and practicable means to avoid damage to property, injury to persons and loss, expense, inconvenience and delay to property owners, users of the highway and others. He shall provide protective devices and flagmen wherever and whenever needed in affording this protection and, in the performance of the work, he shall use no means or methods which will endanger, unnecessarily, either persons or property.
>
> "At points where the contractor's operations are adjacent to properties of railway, telegraph, telephone, and power companies, or are adjacent to other property, damage to which might result in material expense, loss, or inconvenience, work shall not be commenced until all arrangements necessary for the protection of the interests of the State, as well as any interest that a third party may have therein, have been made."

I also call your attention to Section 1.7.18 and, particularly, to the following provisions contained in said section:

> "In the performance of work in close proximity to railroad tracks, he shall consult with the railroad owners or officials in regard to means and methods of conducting the work, and, unless the engineer orders otherwise, he shall use in the performance of the work means and methods which are not unsatisfactory to said owners or officials, and he shall at his own expense provide such trackwalkers and flagmen as the said owners or officials may deem necessary for the adequate protection of the railroad property and train service."

You can readily discern, from the above provisions of our Standard Specifications, that it is your responsibility to provide the necessary protection to the communicational lines that the railroad company has written about. Not only that, it is incumbent upon you, by virtue of these provisions, to take preventative steps, and, in this connection, I think it would be proper that you immediately get in touch with the Railroad Company to work out whatever methods are satisfactory to the Railroad Company for the protection of their communication lines.

Should you have any further questions concerning this matter, please do not hesitate to call upon me.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:bp
cc: W. C. Williams
Forrest Cooper
G. S. Paxson
G. H. Baker

RECEIVED
NOV 22 1960
FOR FILING
[illegible]
5787

Salem, Oregon
November 22, 1960

Mr. Leonard I. Lindas
Mr. Tom Edwards

For your files, I am attaching copy of a letter, dated November 17, from the Union Pacific Railroad Company covering wire revisions on the The Dalles-Big Eddy Section in Wasco County.

G. S. Paxson
Assistant State Highway Engineer

Attach.-

GSP:ae

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

NOVEMBER 17, 1960

Ref. File D 315 - 2 - 93

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

The Dalles - Big Eddy Section
Columbia River Highway

The plans covering construction of Columbia River Highway on new location easterly of The Dalles, indicate that considerable amount of rock will have to be shot between Engineers Stations 2510 and 2540 which will create a definite hazard to operation of our signal and communication lines and therefore it will be necessary to relocate these wire lines during time of construction for this portion of highway.

It is proposed to place the signal lines in cable through the area and relocate the communication line temporarily over the top of hillside adjacent to the Telephone Company's line. Temporary relocation of the communication and signal line is estimated to cost $24,600 less salvage.

Will you please arrange for Highway Department to secure necessary right-of-way adjacent to the Telephone Company's line to provide area for construction of the temporary communication line? Please advise when we may have access to this area so that construction of the temporary communication line can be started?

The easement and construction agreement for The Dalles - Big Eddy Section will include provision for this work to be performed on the basis of reimbursement from the State of Oregon. In addition, there will be the usual engineering, inspection, watchman and flagman charges.

This matter has been discussed with your Resident Engineer at The Dalles, who is familiar with the location proposed for temporary communication line.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
NOV 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 11 1960
FOR FILING

1-9CN-3(19)94

5787 G H BAKER
SUPERINTENDENT
OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

[illegible] NO LARRABEE AVE
PORTLAND 17 OREGON

NOVEMBER 21, 1960

(Ref. File D315 - 2 - 93)

CERTIFIED MAIL

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

The Dalles - Big Eddy Section
Columbia River Highway

This is to advise that damage was sustained to the Railroad's rock slide fence at approximately M.P. 83, 7:10 A.M., November 17, 1960, by rolling equipment operated by Contractor Vernie Jarl, on the captioned project.

We expect to present a bill for the repairs when the costs have been determined.

Will you please acknowledge receipt of this letter?

Yours very truly,

G. H. Baker,
Superintendent

cc:
Mr. Vernie Jarl,
Contractor
P. O. Box 507
Gresham, Oregon

General Insurance Company
c/o Dooly & Co.
Board of Trade Building
Portland 4, Oregon

Original to Engineer
11/25/60

RECEIVED
NOV 15 1960
FOR FILING

I-804-3(14)54

5787

Salem, Oregon
November 14, 1960

Mr. Tom Edwards

Herewith letter from the Union Pacific Railroad Company concerning right of way at the Northwest Liquified Gas Company's property west of The Dalles.

Will you please look into their suggestion for modification of the right-of-way boundary and draft a reply to their letter.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2828 NO. LARRABEE AVE
PORTLAND 17, OREGON

NOVEMBER 8, 1960

(Ref. File: D 315-2-93)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

The Dalles - Big Eddy Section,
Columbia River Highway

Referring to your letter of October 4 and previous correspondence regarding possibility of changing alignment in vicinity of Northwest Liquified Gas Company near the west city limits in The Dalles:

The cross-sections received with your letter of October 4 would indicate that it is possible to reduce the amount of easement on southerly side of center line of proposed highway between Stations 2312+93 and 2320 as indicated in purple on attached print dated October 13, 1960. By reducing the amount of easement to this line, Northwest Liquified Gas Company buildings would remain as they are and eliminate expenditure for rearranging these buildings, which would be required if easement is granted as last requested by State Highway Department.

Will you please reconsider request for easement through this area, and advise if it will be satisfactory to reduce the area on southerly side of proposed highway as indicated by the attached print?

Yours very truly,

G. H. Baker,
Superintendent

enc.

RECEIVED
OCT 4 - 1960
FOR FILING

October 4, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Herewith two prints from a drawing showing the cross-sections in the vicinity of the Northwest Liquified Gas Company installation near the west city limits of The Dalles.

These are the cross-sections which you requested September 28.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ms

cc to: Mr. W. C. Williams

RECEIVED
OCT - 1960
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1960

SUBJECT: Union Pacific Company Cross Section
Vicinity of Northwest Liquified Gas Co.
The Dalles Section
Columbia River Highway

To: Mr. G. S. Paxson
Asst. State Highway Engineer
BUILDING

In accordance with your request of September 26, I am attaching two prints of the cross sections Station 2315 to Station 2320+40.

These sections show the southerly right-of-way line as revised at the request of the railroad company.

NOTED

Tom Edwards
Construction Engineer

By

D J Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:jk

Attachment

RECEIVED
OCT 3 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 27 1960
FOR FILING

Salem, Oregon
September 26, 1960

Mr. Tom Edwards

The Union Pacific Company requests cross-sections at the point near the west city limits of The Dalles where we cross property leased to the gas company. This would be between our Stations 2315 and 2320.

If you will let me have prints of these sections, I will send them to the Union Pacific.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

RECEIVED
1960
FOR FILING

(Paxson - See me)

RECEIVED
AUG 8 1960
OFFICE OF
STATE HIGHWAY ENGINEER

The Dalles - Briggs acquisition

CON BND 38 8-3 435P

EDWARDS

FILLOXX FOLLOWING TT FROM SAWYERAT THE DALLES

QUOTE
2 U. P. R/R SURVEY CREW CARS APPARENTLY A TRANSIT CREW AND A LEVEL CREW ARE WORKING THIS MORNING IN THE AREA JUST DOWNSTREAM FROM THE DALLES BRIDGE AND ON THE RIVER SIDE OF OUR BYPASS LINE. ASKED THE BOYS WHAT THEY WERE SURVEYING FOR AND THEY SAID THEY WERE JUST MESSING AROUND. NO STAKED LINES HAVE SHOWN UP SO FAR.

J S SAWYER
UNQUOTE

Corpor.—

This came to my attention - I called it to Walt Wright's attention and suggested he proceed forthwith on a tentative basis.

EDWARDS

DEAN SWIFT
HLK

G. S. PAXSON

RECEIVED
FORM E-30X [illegible] 1960

FOR FILING

6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1960

SUBJECT: The Dalles Section
Columbia River Highway

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

We have been advised that in our dealing with the Union Pacific Railroad Company in the vicinity of The Dalles that a very real threat exists that they will build a spur track westerly of The Dalles Bridge into the industrial area lying along the river. This construction would, of course, complicate our right of way taking in a very great degree.

It is desired that this office be kept advised at all times of any indication that such a spur track is being built in the vicinity and a request that you and the resident engineer on the adjacent job keep a close check on this and advise this office by phone immediately if any move is made in this direction.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper ✓
G. S. Paxson
L. I. Lindas
W. T. Wright
Vernon Shull

NOTED
FORREST COOPER

RECEIVED
[illegible] 14 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1960
FOR FILING

Salem, Oregon
July 13, 1960

Construction of spur track
by Union Pacific Railroad
at The Dalles

Mr. Tom Edwards
Construction Engineer
OFFICE

After a conference with the Union Pacific Railroad Company officials, Mr. Paxson has some apprehension that the Union Pacific may build a spur into what it calls an industrial area northerly of its yards in The Dalles in order to complicate our right-of-way taking.

In order that we may not be caught off base, please prepare the necessary maps and descriptions and turn them over to the Legal Department for whatever action is necessary to secure authority of the Highway Commission for condemnation. The Legal Department should then prepare the necessary complaints and hold them in abeyance for use only if necessary. It should be clearly understood that no suit is to be filed without first checking with Mr. Williams or myself.

Will you please also alert a resident engineer who is to make frequent checks to be sure that this spur track is not constructed while we are looking the other way. If there is evidence that the track is to be built, this office should be notified by telephone immediately.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. L. I. Lindas
Mr. Walter T. Wright

RECEIVED
OCT [illegible] 1960
FOR FILING

1 40A 3(14) 81

5 787

October 28, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: The Dalles-Big Eddy
Columbia River Highway

Dear Sir:

Under date of October 18, 1960, I wrote you asking that the description for Parcel #8 of our request for easements in The Dalles be revised showing the additional width necessary for our construction.

I am attaching hereto two copies of revised descriptions of all the easements on this section. These are identical with those sent you with my letter of June 1, 1960 except the change in Parcel #8.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams
Mr. Walter T. Wright
Mr. Floyd Scott

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1960

SUBJECT: File No. 30557 - O.W.R. & N. Company
The Dalles-Big Eddy and The Dalles By-Pass Section
Columbia River Highway
Wasco County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

Attached hereto is a description in triplicate of the eleven (11) parcels necessary on the subject file. These descriptions are the same as previously submitted, except Parcel No. 8 has been revised.

Parcel No. 8 is a permanent easement for our structure over the main line tracks of the railroad east of the county road leading to the bridge crossing the Columbia River.

D H Moehring
D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr

Attachments

DESCRIPTION ONLY

O. W. R. & N. Company

The Dalles-Big Eddy and
The Dalles By-Pass Section

Wasco County

File No. 30557
RHB 10-21-60
8B-10-19 8B-11-18
8B-18-2

Columbia River Highway

R/W

PARCEL NO. 1

A parcel of land lying in the SW¼ of Section 34, Township 2 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being that portion of said SW¼ lying Easterly of that tract of land described in that deed to Mid-Columbia Terminal, recorded in Book 126, Page 195 of Wasco County Deed Records and included in a strip of land variable in width, lying on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2304+83.10, said Station being 1551.57 feet North and 2396.16 feet West of the Northwest corner of the William C. Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M.; thence on a spiral curve right (the long chord of which bears South 77° 12' 30" East) 600 feet; thence on a 1909.86 foot radius curve right (the long chord of which bears South 68° 03' 15" East) 210.28 feet; thence on a spiral curve right (the long chord of which bears South 58° 54' East) 600 feet; thence South 55° 54' East, 1350.15 feet; thence on a spiral curve left (the long chord of which bears South 56° 26' East) 400 feet; thence on a 7161.97 foot radius curve left (the long chord of which bears South 78° 18' East) 5200 feet; thence on a spiral curve left (the long chord of which bears North 79° 50' East) 400 feet to Station 2392+43.53 Back equals 2393+54.32 Ahead; thence North 79° 18' East, 4367.41 feet; thence on a spiral curve left (the long chord of which bears North 78° 38' East) 400 feet; thence on a 5729.58 foot radius curve left (the long chord of which bears North 71° 19' 30" East) 1195 feet; thence on a spiral curve left (the long chord of which bears North 64° 01' East) 400 feet; thence North 63° 21' East, 783.27 feet to Station 2465+00, said center line crosses the Easterly line of said Mid-Columbia Terminal tract and the South line of said SW¼ of Section 34 approximately at Stations 2308+55 and 2311+00, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
2304+83.10	2310+83.10	130 in a straight line to 110	
2310+83.10	2312+93.38	110	
2312+93.38	2316+00	110 in a straight line to 150	
2304+83.10	2310+83.10		110 in a straight line to 100
2310+83.10	2312+93.38		100
2312+93.38	2318+93.38		100 in a straight line to 90

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.2 acres.

PARCEL NO. 2

A parcel of land lying in the NW¼ of Section 3, Township 1 North, Range 13 East, W.M., Wasco County, Oregon, and being a portion of that property described in that deed to Oregon Railway & Washington Navigation Co., recorded in Book J, Page 755, of Wasco County Records of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described in Parcel #1, said center line crosses the North and Easterly lines of said property approximately at Stations 2311+00 and 2322+80, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
2304+83.10	2310+83.10	130 in a straight line to 110	
2310+83.10	2312+93.38	110	
2312+93.38	2316+00	110 in a straight line to 150	
2316+00	2322+00	150 in a straight line to 175	
2322+00	2328+00	175	
2304+83.10	2310+83.10		110 in a straight line to 100
2310+83.10	2312+93.38		100 in a straight line to 90
2312+93.38	2330+00		90

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 6.4 acres, more or less.

PARCEL NO. 3

A parcel of land lying in the William C. Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being that portion of said D.L.C. #38 lying Easterly of that tract of land described in that deed to the Port of The Dalles, recorded in Book 88, Page 609 of Wasco County Deed Records, lying Northerly of the main track of the O. W. R. & N. Company and included in a strip of land variable in width, lying on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described in Parcel #1, said center line crosses the Easterly line of said Port of The Dalles tract and the North line of said D.L.C. #38 approximately at Stations 2355+35 and 2436+70, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
2343+00	2356+00	210 in a straight line to 230	
2356+00	2365+00	230 in a straight line to 500	
2365+00	2368+00	500 in a straight line to 540	
2368+00	2373+00	280 in a straight line to 165	
2373+00	2375+00	165 in a straight line to 140	
2375+00	2382+00	140 in a straight line to 100	
2382+00	2387+00	100 in a straight line to 110	
2387+00	2430+00	110	
2430+00	2442+50	110 in a straight line to 175	
2442+50	The Easterly line of The Dalles Br. Rd.	175 in a straight line to 375	
2350+00	2356+00		125 in a straight line to 135
2356+00	2365+00		135 in a straight line to 330
2365+00	2373+00		330 in a straight line to 150
2373+00	2382+00		150 in a straight line to 110
2382+00	2384+00		110 in a straight line to 100
2384+00	2388+43.53		100 in a straight line to 70
2388+43.53	2433+00		70
2433+00	2435+00		70 taper to 125
2435+00	The Easterly line of The Dalles Br. Rd.		125 in a straight line to 350
The Easterly line of The Dalles Br. Rd.	2451+00		350 in a straight line to 190

EXCEPT that portion of said strip of land lying in the County Road known as The Dalles Bridge Road location.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 54.0 acres.

PARCEL NO. 4

A parcel of land lying in the E½ of Section 3, Township 1 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being a strip of land extending from the Southerly line of Parcel #3 to a line at right angles to the center line of the connection between the existing Columbia River Highway and the relocated Columbia River Highway, at Station "C" 23+50, said strip of land being 200 feet in width, 100 feet on each side of the center line of said connection, which connection center line is described as follows:

Beginning at Engineer's center line Station "C" 29+86.22 which Station equals Station 2365+48.91 on the center line of said relocated Columbia River Highway, said Station also being 975.70 feet South and 3043.73 feet East of the Northwest corner of the William C. Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M.; thence South 7° 29' 31" West, 636.22 feet to Station 23+50.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.49 acres.

PARCEL NO. 5

A parcel of land lying in Section 3 and in Section 2, Township 1 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being a strip of land extending from the Easterly line (and its Southerly extension) of Block 4, Annex to Lord and Laughlin's Addition to Dalles City to a line lying at right angles to the "W" center line at Station 24+86.75, said strip of land being variable in width, lying on the Northerly side of the center line of the "W" line, which center line is described as follows:

Beginning at Engineer's center line Station "W" 1+51.52, which Station is opposite and 11.77 feet Northerly of the as constructed center line of the existing Columbia River Highway, said Station also being 87.82 feet South and 96.92 feet East of the most Westerly corner of Block 24 of Laughlin's Addition to Dalles City; thence on a 1273.24 foot radius curve left (the long chord of which bears South 68° 32' 20" East) 490.41 feet; thence on a decreasing spiral curve left (the long chord of which bears South 86° 19' 23" East) 450 feet; thence South 89° 41' 53" East, 75.65 feet; thence on a spiral curve right (the long chord of which bears South 88° 01' 53" East) 200 feet; thence on a 1145.92 foot radius curve right (the long chord of which bears South 83° 53' 48" East) 32.06 feet; thence on a spiral curve right (the long chord of which bears South 79° 45' 43" East) 200 feet; thence South 78° 05' 43" East, 109.88 feet; thence on a spiral curve left (the long chord of which bears South 79° 05' 43" East) 200 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears South 86° 45' 13" East) 377.23 feet; thence on a spiral curve left (the long chord of which bears North 85° 35' 16" East) 200 feet to Station "W" 24+86.75 equals Station 24+86.75 on the as constructed center line of the existing Columbia River Highway.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly Side of Center Line
"W" 4+50		"W" 10+91.93	50
"W" 10+91.93		"W" 11+67.58	50 taper to 45
"W" 11+67.58		"W" 15+99.64	45
"W" 15+99.64		"W" 19+09.52	45 in a straight line to 65
"W" 19+09.52		"W" 24+86.75	65 in a straight line to the Northerly line of existing Columbia River Highway

ALSO that portion of said subdivisions lying between said "W" center line and the Northerly line of the existing Columbia River Highway.

EXCEPT that tract of land described in that deed to Fred G. Mauser and Irene M. Mauser, recorded in Book 102, Page 379, of Wasco County Deed Records.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.84 acres.

PARCEL NO. 6 A permanent easement for structure, over or on the following described parcel, to-wit:

A parcel of land lying in the SE¼ of Section 33, Township 2 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being that portion of the right of way of the O. W. R. & N. Company included in a strip of land 230 feet in width, 100 feet on the Southerly side and 130 feet on the Northerly side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2287+78.11, said Station being 1841.53 feet North and 4076.31 feet West of the Northwest corner of the Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M.; thence South 80° 12' 30" East, 1704.99 feet to Station 2304+83.10, said center line crosses the Southwesterly and Northeasterly right of way line of said railroad approximately at Stations 2300+25 and 2301+55, respectively.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.70 acre.

PARCEL NO. 7 A permanent easement for structure, over or on the following described parcel, to-wit:

A parcel of land lying in the E½ of Section 3, Township 1 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being a strip of land extending from the Southerly line of Parcel #4 to the Northerly line of that tract of land described in that deed to Fred G. Mauser et ux, recorded in Book 102, Page 379, of Wasco County Deed Records, said strip of land being 80 feet in width, 40 feet on each side of the center line of a connection between the existing Columbia River Highway and the relocated Columbia River Highway, which connection center line is described as follows:

Beginning at Engineer's center line Station "C" 29+86.22, which Station equals Station 2365+48.91 on the center line of the relocated Columbia River Highway, said Station also being 1606.53 feet South and 2960.83 feet East of the Northwest corner of the William C. Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M.; thence South 7° 29' 31" West, 1036.22 feet to Station "C" 19+50, said center line crosses the Northerly line of said Mauser tract approximately at Station "C" 20+88.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.49 acre.

PARCEL NO. 8 A permanent easement for structure, over or on the following described parcel, to-wit:

A parcel of land lying in the NE¼NE¼ of Section 1, Township 1 North, Range 13 East, W.M. and in the SE¼SE¼ of Section 36, Township 2 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being that portion of the O. W. R. & N. Co. right of way included in a strip of land 240 feet in width,120 feet on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2457+16.73, said Station being 590.45 feet South and 1896.55 feet West of the Northeast corner of said Section 1; thence North 63° 21' East, 1003.17 feet; thence on a spiral curve left (the long chord of which bears North 62° 24' 44" East) 375 feet; thence on a 3819.72 foot radius curve left (the long chord of which bears North 46° 40' 30" East) 1848.22 feet to Station 2489+43.12, said center line crosses the Northwesterly and Southeasterly lines of said O. W. R. & N. Company right of way approximately at Stations 2467+70 and 2470+95, respectively.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.9 acres.

PARCEL NO. 9 A temporary easement for construction, over or on the following described parcel, to-wit:

A parcel of land lying in the E½ of Section 3 and in the W½ of Section 2, Township 1 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being a strip of land extending from the Easterly line of Parcel #4 to a line at right angles to the center line of an approach road at center line Station 10+00.95, said strip of land being variable in width and lying on each side of the center line of said approach road which center line is described as follows:

Beginning at Engineer's center line Station "H" 0+00 which Station equals Station "C" 24+95 on the connection center line described in Parcel #4, said Station also being 1462.77 feet South and 2979.74 feet East of the Northwest corner of the William C. Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M.; thence South 86° 00' East, 620 feet; thence on a 409.26 foot radius curve right (the long chord of which bears South 76° 22' 30" East) 137.50 feet; thence South 66° 45' East, 83.45 feet; thence on a 286.48 foot radius curve left (the long chord of which bears South 82° 45' East) 160 feet to Station "H" 10+00.95.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
East line of Parcel #4	"H" 6+20	75 taper to 30	75 taper to 30
"H" 6+20	"H" 7+57.5	30	30 in a straight line to 75
"H" 7+57.5	"H" 10+00.95	30	75 in a straight line to 30

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.9 acres.

PARCEL NO. 10 A temporary easement for road construction, over or on the following described parcel, to-wit:

A parcel of land lying in the E½ of Section 3 and the W½ of Section 2, Township 1 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being a strip of land extending from a line lying at right angles to the center line of relocated Tie Plant Road at center line Station 0+00 to a line at right angles to said center line at Station 6+34.41, said strip of land being 80 feet in width, 40 feet on each side of said center line, which center line is described as follows:

Beginning at Engineer's center line Station "J" 0+00, said Station being 1410.89 feet South and 2650.35 feet East of the Northwest corner of the William C. Laughlin D.L.C. #43, Township 1 North, Range 13 East, W.M.; thence on a 286.48 foot radius curve right (the long chord of which bears South 58° 36' East) 124 feet; thence South 46° 12' East, 66.93 feet; thence on a 286.48 foot radius curve left (the long chord of which bears South 72° 30' 30" East) 263.07 feet; thence North 81° 11' East, 96.33 feet; thence on a 286.48 foot radius curve right (the long chord of which bears North 89° 35' 30" East) 84.08 feet to Station "J" 6+34.41.

EXCEPT therefrom that portion of said strip of land lying within Parcel #4, Parcel #7, and Parcel #9.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.88 acre.

PARCEL NO. 11

A parcel of land lying in the SW¼ of Section 31, Township 2 North, Range 14 East, W.M., Wasco County, Oregon; the said parcel being described as follows:

Beginning at a point opposite and 50 feet Southeasterly of Station 2551+43.85 on the center line of the East bound main track of the O. W. R. & N. Company; thence South 59° 12' 45" East, at right angles to said center line 25 feet; thence North 30° 47' 15" East, parallel to and 75 feet Southeasterly of said center line 437.36 feet; thence North 59° 12' 45" West at right angles to said center line 25 feet; thence South 30° 47' 15" West, parallel to and 50 feet Southeasterly of said center line 437.36 feet to the point of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

PARCEL NO. 9 A temporary easement for construction, over or on the following described parcel, to-wit:

A parcel of land lying in the E½ of Section 3 and in the W½ of Section 2, Township 1 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being a strip of land extending from the Easterly line of Parcel #4 to a line at right angles to the center line of an approach road at center line Station 10+00.95, said strip of land being variable in width and lying on each side of the center line of said approach road which center line is described as follows:

Beginning at Engineer's center line Station "H" 0+00 which Station equals Station "C" 24+95 on the connection center line described in Parcel #4, said Station also being 1462.77 feet South and 2979.74 feet East of the Northwest corner of the William C. Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M.; thence South 86° 00' East, 620 feet; thence on a 409.26 foot radius curve right (the long chord of which bears South 76° 22' 30" East) 137.50 feet; thence South 66° 45' East, 83.45 feet; thence on a 286.48 foot radius curve left (the long chord of which bears South 82° 45' East) 160 feet to Station "H" 10+00.95.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
East line of Parcel #4	"H" 6+20	75 taper to 30	75 taper to 30
"H" 6+20	"H" 7+57.5	30	30 in a straight line to 75
"H" 7+57.5	"H" 10+00.95	30	75 in a straight line to 30

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.9 acres.

PARCEL NO. 10 A temporary easement for road construction, over or on the following described parcel, to-wit:

A parcel of land lying in the E½ of Section 3 and the W½ of Section 2, Township 1 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being a strip of land extending from a line lying at right angles to the center line of relocated Tie Plant Road at center line Station 0+00 to a line at right angles to said center line at Station 6+34.41, said strip of land being 80 feet in width, 40 feet on each side of said center line, which center line is described as follows:

Beginning at Engineer's center line Station "J" 0+00, said Station being 1410.89 feet South and 2650.35 feet East of the Northwest corner of the William C. Laughlin D.L.C. #43, Township 1 North, Range 13 East, W.M.; thence on a 286.48 foot radius curve right (the long chord of which bears South 58° 36' East) 124 feet; thence South 46° 12' East, 66.93 feet; thence on a 286.48 foot radius curve left (the long chord of which bears South 72° 30' 30" East) 263.07 feet; thence North 81° 11' East, 96.33 feet; thence on a 286.48 foot radius curve right (the long chord of which bears North 89° 35' 30" East) 84.08 feet to Station "J" 6+34.41.

EXCEPT therefrom that portion of said strip of land lying within Parcel #4, Parcel #7, and Parcel #9.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.88 acre.

PARCEL NO. 11

A parcel of land lying in the SW¼ of Section 31, Township 2 North, Range 14 East, W.M., Wasco County, Oregon; the said parcel being described as follows:

Beginning at a point opposite and 50 feet Southeasterly of Station 2551+43.85 on the center line of the East bound main track of the O. W. R. & N. Company; thence South 59° 12' 45" East, at right angles to said center line 25 feet; thence North 30° 47' 15" East, parallel to and 75 feet Southeasterly of said center line 437.36 feet; thence North 59° 12' 45" West at right angles to said center line 25 feet; thence South 30° 47' 15" West, parallel to and 50 feet Southeasterly of said center line 437.36 feet to the point of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.25 acre.

fd/

RECEIVED
OCT .. 1960
FOR FILING

1-4CN-3(19)94

5787

October 18, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: The Dalles-Big Eddy Section
Columbia River Highway

Dear Mr. Baker:

Under date of June 1, 1960, I sent you maps and descriptions for easements and for the purchase of right of way through The Dalles. In this letter I mentioned the overcrossing of your tracks just west of The Dalles near Highway Station 2301. The descriptions of this easement were included as Parcel No. 6 and call for an easement 230 feet in width, 100 feet on the southerly side and 130 feet on the northerly side of our centerline.

Under date of August 24, Mr. Merchant wrote you advising that we would need an easement of 150 feet on the north and 110 feet on the south. Will you please disregard this portion of Mr. Merchant's letter and describe the easement as given in our description of Parcel No. 6 accompanying my letter of June 1.

In the descriptions with my letter of June 1, Parcel No. 8 was shown on the maps and in the description as being 100 feet in width, 50 feet on each side of the centerline of the Columbia River Highway. This is not wide enough to contain our fill slopes and I am attaching a revised print from the map showing this particular section with the easement dimensions necessary to contain our fills. I would request that you revise the description to show the width as 240 feet in width, 120 feet on each side of the centerline of the Columbia River Highway.

We have previously supplied you with prints from our Drawing 8776-B which show the layout for the structure and the necessity for the additional easement width.

Very truly yours

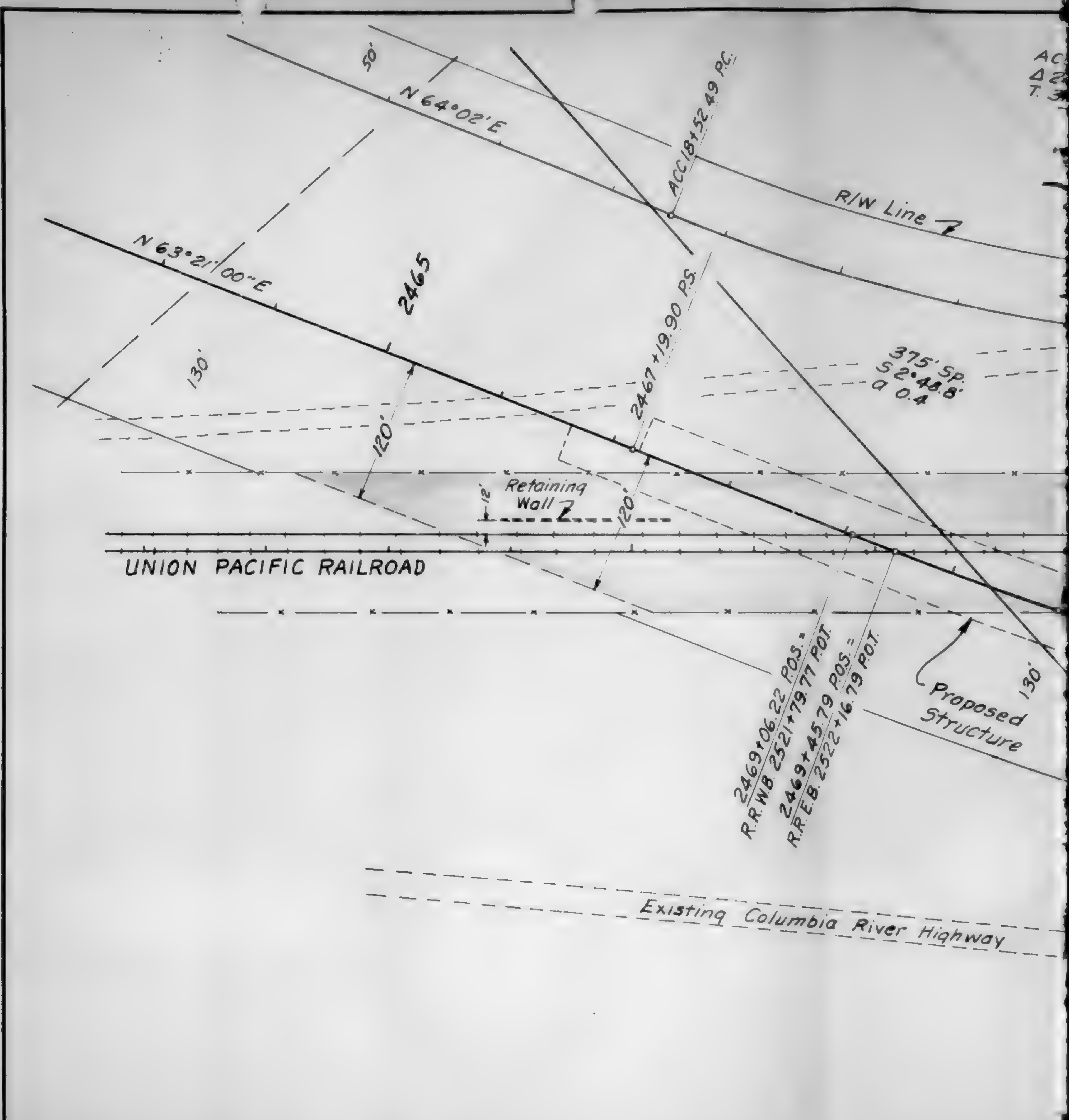
W. C. Williams
State Highway Engineer

By

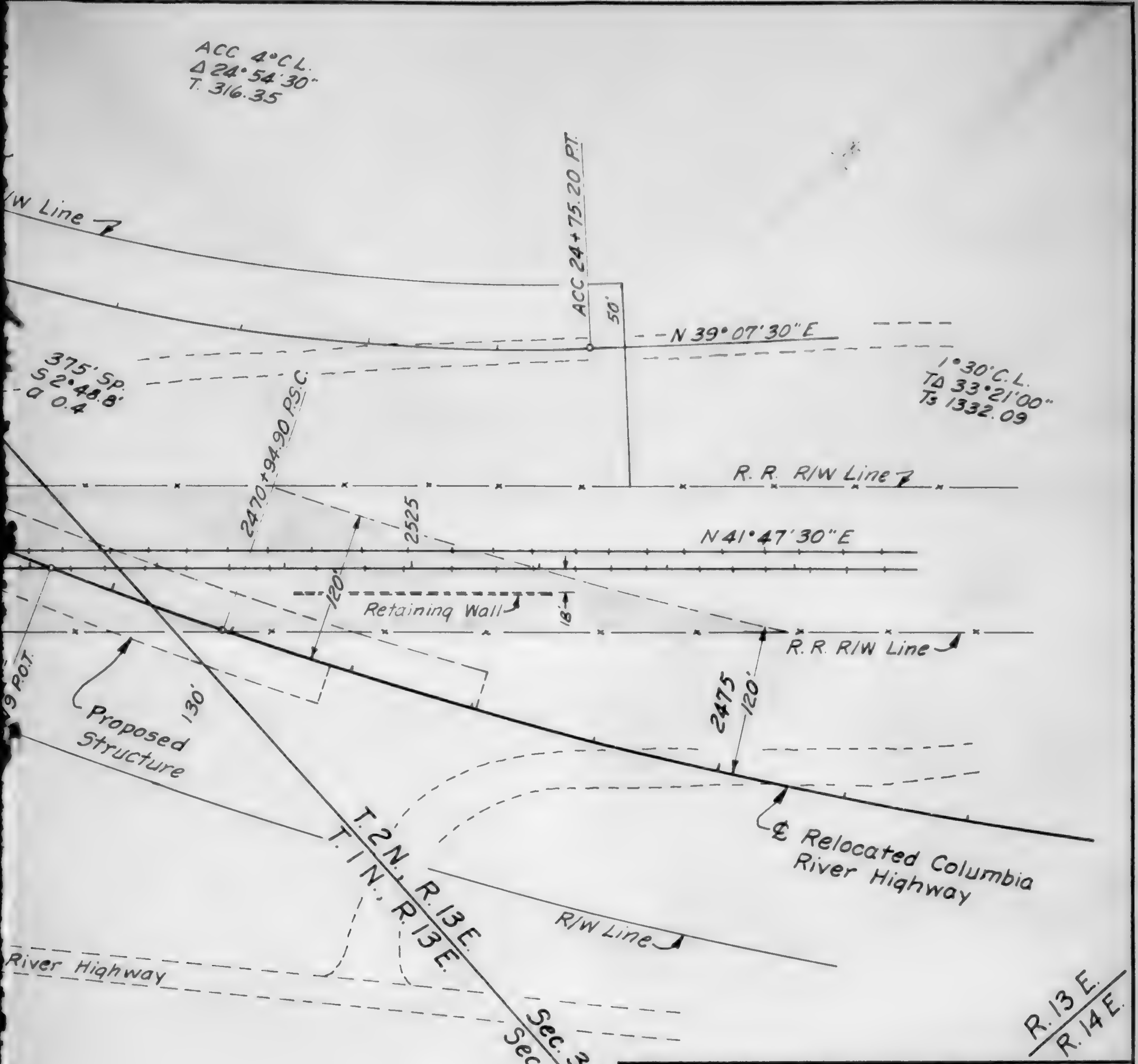
G. S. Paxson
Assistant State Highway Engineer

cc: W. C. Williams
I. D. Merchant
Wm. Edwards
W. T. Wright attach.

HLP:ms


50'
N 64°02'E
ACC 18+52.49 P.C.
AC
Δ2
T. 3
R/W Line
N 63°21'00"E
2465
130'
2467+19.90 P.S.
375' Sp.
S 2°48.8'
a 0.4
120'
Retaining Wall
12'
120'
UNION PACIFIC RAILROAD
2469+06.22 P.O.S. =
R.R. W.B. 2521+79.77 P.O.T.
2469+45.79 P.O.S. =
R.R. E.B. 2522+16.79 P.O.T.
Proposed Structure
130'
Existing Columbia River Highway

1R-5-1446


ACC 4°C.L.
Δ 24°54'30"
T. 316.35
R/W Line
ACC 24+75.20 P.T.
50'
N 39°07'30" E
375' Sp.
S 2°48.8'
a 0.4
2470+94.90 P.S.C.
1°30' C.L.
TΔ 33°21'00"
Ts 1332.09
R.R. R/W Line
2525
N 41°47'30" E
120'
Retaining Wall
18'
R.R. R/W Line
9 P.O.T.
Proposed Structure
130'
2475
120'
℄ Relocated Columbia River Highway
T.2N. R.13E.
T.1N. R.13E.
R/W Line
River Highway
Sec. 36
Sec. 1
R.13E.
R.14E.

OREGON STATE HIGHWAY DEPARTMENT	
Acquire From	Union Pacific R.R. Co.
For	R.R. Crossing Easement
Highway	Columbia River
County	Wasco
Scale 1" = 100'	**Date** 10-19-1960

RECEIVED
OCT [illegible] 1960
FOR FILING
F-10N-3(17)24
5787

NOTE.
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1960

SUBJECT: The Dalles-Big Eddy Section
Contract No. 5787

To:
Mr. C. H. Maison
Auditor
Office

The line to be constructed on this project cross an existing Army Engineer-owned irrigation-fire protection water line serving the old Seufert Cannery area. Wasco County holds a 50-year lease with the Engineers for the property and it is their intention to eventually develop and enlarge the area into a County park and/or museum. Our engineering estimate for the work we are obligated to perform in protecting said line amounts to $3,218.00. The contractor, Vernie Jarl, also interferes with the line during construction of a haul road. He believes that the elimination of the necessity of working around the line, etc. is worth $2,000 to him.

We further believe that the elimination of the crossing and easement is of additional benefit to the State and that said elimination is worth $1,782.00. The County desires to better this system through the installation of a substitute pumping plant in the Columbia River. They have estimated that such a plant would cost $9,615.00. Since the proposed installation would eliminate the need for the existing line (which could be then torn out or abandoned), the State and the contractor are willing to expend $5,000 and $2,000 respectively toward the new installation. The County will add $2,615 of their money to make up the total amount needed.

However, the deal is complicated by the fact that the existing system is owned by the Army Engineers. In order to consummate the operation, we must therefore proceed as outlined below:

WCW

1. We will become a contracting agency for the Engineers and guarantee to them that said replacement system will be constructed in accordance with a plan approved by the Engineers.

2. We would then contract with Wasco County to do the work.

3. The necessary letter agreements will be executed to cover the work.

Please therefore place the enclosed $2,000 check from Vernie Jarl

NOTED
FORREST COOPER

in an Advance Deposit Fund. At the completion of the work by the County, we (or the Right of Way Department) will notify you to pay to Wasco County this $2,000 and the State's $5,000 contribution. Mr. Walter Wright will undoubtedly work out the details of the State contribution at a later date.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

cc Forrest Cooper
Dean Swift
Vernon Shull
Walter T. Wright

RECEIVED
OCT 19 1960
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] 5787

RECEIVED
OCT [illegible] 1960
FOR FILING

Monthly transaction No.	Form -2 (9-1 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
		County **Wasco**
Project Report No. I-90N-3(19)84	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **I-80N-3(19)84**

5787

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

U.S. 30, 1.2 mi. to 3.7 mi. E. of The Dalles
(The Dalles-Big Eddy Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7-6-60	0.1
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 1,253,612	Federal funds $ 1,150,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________
State Highway Engineer
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ C. G. Polk
Division Engineer

By:
R. C. Wright
Administrative Manager

Date executed by Division Engineer October 18, 1960

October 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the The Dalles-Big Eddy Section, Project No. I-80N-3(19)84.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

September 28, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for The Dalles-Big Eddy Section, Project No. I-80N-3(19)84.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(19)84

THE DALLES-BIG EDDY SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 28, 1960

Type Code 0010
Roadway (Grading)(Sta. 2446+50 to Sta. 2499+62)(Contract 5787)

Clearing and Grubbing	All	Required (40%)		$ 7,200.00
Drainage Excavation, Unclassified	720	cu.yds.	$ 3.00	2,160.00
Special Borrow Excavation, Unclassified	187,300	cu.yds.	0.55	103,015.00
General Excavation, Unclassified	129,300	cu.yds.	0.80	103,440.00
Short Overhaul	2,297,000	yd.stas.	0.005	11,485.00
Long Overhaul	200,500	C-yd.stas.	0.30	60,150.00
Finishing Roadbed and Slopes	All	Required (40%)		1,200.00
Rounding Cutbanks	2,000	lin.ft.	0.10	200.00
18-inch Corrugated Metal Pipe	1,030	lin.ft.	4.00	4,120.00
36-inch Corrugated Metal Pipe	230	lin.ft.	14.00	3,220.00
36-inch Corrugated Metal Pipe, 8 Gage	340	lin.ft.	20.00	6,800.00
18-inch Culvert End Sections	4	only	75.00	300.00
36-inch Metal Tide Gates	1	only	350.00	350.00
Type 2 Fence	450	rods	6.00	2,700.00
Metal Guard Rail	2,570	lin.ft.	2.25	5,782.50
Type 2 Barricade	160	lin.ft.	4.00	640.00
Salvage and Reinstall Guard Rail	150	lin.ft.	1.50	225.00
Guard Rail-Salvaged Barricade	1,050	lin.ft.	3.00	3,150.00
Guide Posts, Type Y-1	70	only	8.00	560.00
Course Crushed Material in Base	13,000	tons	1.25	16,250.00
3/4" - 0 Material in Base	3,350	tons	1.30	4,355.00
Sprinkling	2,750	M-gals.	2.50	6,875.00
3/4" - 0 Material in Binder Course	135	cu.yds.	4.00	540.00
Furnishing and Placing Aggregates	460	cu.yds.	4.50	2,070.00
RC-3 Asphalt	20	tons	41.00	820.00
120-150 Asphalt	35	tons	40.00	1,400.00
RS-1 Asphalt	10	tons	40.00	400.00
Asphaltic Concrete Mixture	1,700	tons	4.20	7,140.00
Asphalt in Mixture	95	tons	30.00	2,850.00
Asphaltic Concrete Traffic Markers	190	lin.ft.	1.00	190.00
Structural Excavation, Walls	244	cu.yds.	6.00	1,464.00
Structural Excavation Below Elevation Shown, Walls	15	cu.yds.	10.00	150.00
Class "A" Concrete, Walls (124 cu.yds.) (36%)	All	Required		5,926.32

Metal Reinforcement, Walls (27,000 lbs.) (42%)	All Required		$ 3,494.40
Removal of Existing Sign Installations	All Required (25%)		50.00
Wood Sign Posts	All Required (20%)		270.00
Type "C" and "D" Signs in Place	95 sq.ft.	$ 4.00	380.00
Type "E" Signs in Place	5 sq.ft.	4.00	20.00
Type "F" Signs in Place	72 sq.ft.	7.00	504.00
			$371,846.22
Seeding and Mulching	All Required (40%)		1,840.00
Signing (Temporary)	All Required (40%)		200.00
Flagging (57½% of Contractor's Cost)	All Required (40%)		2,000.00
Work by Pacific Tel. and Tel. Co.	All Required (27%)		4,320.00
Work by Pacific Power and Light Co.	All Required		460.00
Adjust County Water System (Extra Work)	All Required		3,500.00
	Subtotal		$384,166.22
	10% Engr. & Cont.		38,415.78
	Total		$422,582.00

Length of Roadway (Grading) - - - - - - 0.870 Mile
Cost of Roadway Per Mile - - - - - - - $485,726.43

Type Code 6201
Roadway (Sta. 2499+62 to Sta. 2565+00)(Contract 5787)

Clearing and Grubbing	All Required (60%)			$ 10,800.00
Drainage Excavation, Unclassified	110	cu.yds.	$ 3.00	330.00
General Excavation, Unclassified	337,500	cu.yds.	0.80	270,000.00
Short Overhaul	86,000	yd.stas.	0.005	430.00
Long Overhaul	500	C-yd.stas.	0.30	150.00
Finishing Roadbed and Slopes	All Required (60%)			1,800.00
Rounding Cutbanks	1,400	lin.ft.	0.10	140.00
18-inch Corrugated Metal Pipe	300	lin.ft.	4.00	1,200.00
18-inch Culvert End Sections	8	only	75.00	600.00
12-inch Sewer Pipe	90	lin.ft.	3.00	270.00
Concrete Inlets, Type "G"	2	only	80.00	160.00
Concrete Curbs	36	cu.yds.	50.00	1,800.00
Type 2 Fence	450	rods	6.00	2,700.00
Metal Guard Rail	30	lin.ft.	2.25	67.50
Metal Median Barrier	6,400	lin.ft.	4.00	25,600.00
Type 2 Barricade	540	lin.ft.	4.00	2,160.00
Salvage and Reinstall Guard Rail	1,930	lin.ft.	1.50	2,895.00
Guide Posts, Type W-1	70	only	7.00	490.00
Guide Posts, Type Y-2	60	only	9.00	540.00
Guide Posts, Type Y-3	2	only	10.00	20.00
Coarse Crushed Material in Base	37,000	tons	1.25	46,250.00
3/4" - 0 Material in Base	8,050	tons	1.30	10,465.00

Sprinkling	3,450 M-gals.	$ 2.50	$ 8,625.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	385 cu.yds.	4.00	1,540.00
Furnishing and Placing Aggregates	960 cu.yds.	4.50	4,320.00
RC-3 Asphalt	70 tons	41.00	2,870.00
120-150 Asphalt	71 tons	40.00	2,840.00
Rs-1 Asphalt	26 tons	40.00	1,040.00
Asphaltic Concrete Mixture	12,300 tons	4.20	51,660.00
Asphalt in Mixture	675 tons	30.00	20,250.00
Asphaltic Concrete Traffic Markers	750 lin.ft.	1.00	750.00
Structural Excavation, Walls	531 cu.yds.	6.00	3,186.00
Structural Excavation Below Elevation Shown	35 cu.yds.	10.00	350.00
Class "A" Concrete, Walls (219 cu.yds.) (64%)	All Required		10,535.68
Metal Reinforcement, Walls (37,000 lbs.) (58%)	All Required		4,825.60
Removal of Existing Sign Installations	All Required (75%)		150.00
Metal Sign Supports	All Required		3,000.00
Wood Sign Posts	All Required (80%)		1,080.00
Type "A" Signs in Place	408 sq.ft.	8.50	3,468.00
Type "C" and "D" Signs in Place	427 sq.ft.	4.00	1,708.00
Type "E" Signs in Place	16 sq.ft.	4.00	64.00
Type "J" Signs in Place	2 sq.ft.	8.00	16.00
			$502,145.78
Seeding and Mulching	All Required (60%)		2,760.00
Signing (Temporary)	All Required (60%)		300.00
Temporary Illumination (15 Mile Creek)	All Required		1,500.00
Work by Pacific Tel. and Tel. Co.	All Required (73%)		11,680.00
Flagging (57½% of Contractor's Cost)	All Required (60%)		3,000.00
	Subtotal		$521,385.78
	10% Engr. & Cont.		52,138.22
	Total		$573,524.00

Length of Roadway - - - - - - 1.159 Mile
Cost of Roadway Per Mile- - - $494,843.83

Type Code X021
Fifteen Mile Creek Bridge (Sta. 2499+62 to Sta. 2503+26) (Contract No. 5787)

Shoring, Cribbing, Etc.	All Required		$ 8,000.00
Structural Excavations	290 cu.yds.	$ 8.00	2,320.00
Structural Excavation Below Elevation Shown	25 cu.yds.	8.00	200.00
Class "A" Concrete (1935 cu.yds.) (93%)	All Required		136,933.20

Metal Reinforcement (521,000 lbs.) (95%)	All Required		$ 67,122.25
Metal Parapet Railing	726 lin.ft.	$ 7.00	5,082.00
8-inch Metal Drain Pipe	40 lin.ft.	4.00	160.00
			$219,817.45

Type Code X220
The Dalles Dam Interchange (Sta. 2542+94.49 to Sta. 2543+32.15)(Contract 5787)

Structural Excavation	50 cu.yds.	$ 8.00	$ 400.00
Structural Excavation Below Elevation Shown	5 cu.yds.	8.00	40.00
Class "A" Concrete (140 cu.yds.)(7%)	All Required		10,306.80
Metal Reinforcement (22,500 lbs.)(5%)	All Required		3,532.75
			$ 14,279.55
	Subtotal		234,097.00
	10% Engr. & Cont.		23,409.00
	Total		$257,506.00

Length of 2 Structures - - - - - 0.076 Mile
Length of 1 Structure- - - - - - 0.121 Mile (Exception)
Total Length of Structures - - - 0.197 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Grading Only)	$ 422,582.00	$ 389,000.00	$ 33,582.00
Roadway (A.C. Pavement)	573,524.00	526,000.00	47,524.00
Structures	257,506.00	235,000.00	22,506.00
	$1,253,612.00	$1,150,000.00	$103,612.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds For Maint: Chap. 529, laws 1939

THE DALLES-BIG EDDY SECTION

PROJECT NO. I-80N-3(19)84

Estimated costs of work by the Pacific Telephone and Telegraph Company.

Labor		$ 3,615.00
Material		11,355.00
Equipment		830.00
Contract Items		1,340.00
Right of Way		500.00
Contingencies		1,155.00
Salvage Credit		2,615.00 Cr.
		$ 16,180.00
	Use	$ 16,000.00

Estimated cost of work by the Pacific Power and Light Co.

Lump Sum		$ 463.16
	Use	$ 460.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(19)84

THE DALLES-BIG EDDY SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 6, 1960

Type Code 0010
Roadway (Grading)(Sta. 2446+50 to Sta. 2499+62)

Clearing and Grubbing	All	Required (40%)		$ 2,000.00
Drainage Excavation, Unclassified	720	cu. yds.	$3.00	2,160.00
Special Borrow Excavation, Unclassified	187,300	cu. yds.	0.53	99,269.00
General Excavation, Unclassified	129,300	cu. yds.	0.57	73,701.00
Short Overhaul	2,297,000	yd. stas.	0.0075	17,227.50
Long Overhaul	200,500	C-yd. stas.	0.35	70,175.00
Finishing Roadbed and Slopes	All	Required (40%)		1,400.00
Rounding Cutbanks	2,000	lin. ft.	0.20	400.00
18-inch Corrugated Metal Pipe	1,030	lin. ft.	5.00	5,150.00
36-inch Corrugated Metal Pipe	230	lin. ft.	14.50	3,335.00
36-inch Corrugated Metal Pipe, 8 Gage	340	lin. ft.	16.00	5,440.00
18-inch Culvert End Sections	4	only	50.00	200.00
36-inch Metal Tide Gates	1	only	250.00	250.00
Type 2 Fence	450	rods	5.00	2,250.00
Metal Guard Rail	2,570	lin. ft.	3.00	7,710.00
Type 2 Barricade	160	lin. ft.	4.50	720.00
Salvage and Reinstall Guard Rail	150	lin. ft.	1.50	225.00
Guard Rail-Salvaged Barricade	1,050	lin. ft.	1.50	1,575.00
Guide Posts, Type Y-1	70	only	6.00	420.00
Coarse Crushed Material in Base	13,000	tons	1.30	16,900.00
3/4" - 0 Material in Base	3,350	tons	1.35	4,522.50
Sprinkling	2,750	M-gals.	3.00	8,250.00
3/4" - 0 Material in Binder Course	135	cu. yds.	3.25	438.75
Furnishing and Placing Aggregates	460	cu. yds.	3.25	1,495.00
RC-3 Asphalt	20	tons	42.00	840.00
120-150 Asphalt	35	tons	40.00	1,400.00
RS-1 Asphalt	10	tons	42.00	420.00
Asphaltic Concrete Mixture	1,700	tons	4.00	6,800.00
Asphalt in Mixture	95	tons	36.00	3,420.00
Asphaltic Concrete Traffic Marker	190	lin. ft.	1.00	190.00
Structural Excavation, Walls	244	cu. yds.	5.00	1,220.00
Structural Excavation Below Elevation Shown, Walls	15	cu. yds.	8.00	120.00
Class "A" Concrete, Walls (124 cu. yds. at $65.00)	All	Required		8,060.00
Metal Reinforcement, Walls (27,000 lbs. at $0.13)	All	Required		3,510.00
Removal of Existing Sign Installations	All	Required (25%)		18.75
Wood Sign Posts	All	Required (20%)		230.00

Type "C" and "D" Signs in Place	95 sq. ft.	$5.25	$ 498.75
Type "E" Signs in Place	5 sq. ft.	5.75	28.75
Type "K" Signs in Place	72 sq. ft.	6.50	468.00
			$352,438.00
Seeding and Mulching	All Required (40%)		1,840.00
Signing (Temp.)	All Required (40%)		200.00
Flagging (57½% of Contractor's Cost)	All Required (40%)		2,000.00
Work by Pacific Telephone Co.	All Required (27%)		8,000.00
Work by Northern Wasco PUD	All Required		1,500.00
Adjust County Water System (Extra Work)	All Required		3,500.00
	Subtotal		$369,478.00
	10% Engr. & Cont.		36,947.00
	Total		$406,425.00

Length of Roadway (Grading) - - - 0.870 Mile
Cost of Roadway Per Mile - - - - $467,155.17

Type Code 6201
Roadway (Sta. 2499+62 to Sta. ~~2574~~ 2565+00)

Clearing and Grubbing	All Required (60%)		$ 3,000.00
Drainage Excavation, Unclassified	110 cu. yds.	$3.00	330.00
General Excavation, Unclassified	337,500 cu. yds.	0.57	192,375.00
Short Overhaul	86,000 yd. stas.	0.0075	645.00
Long Overhaul	500 C-yd. stas.	0.35	175.00
Finishing Roadbed and Slopes	All Required (60%)		2,100.00
Rounding Cutbanks	1,400 lin. ft.	0.20	280.00
18-inch Corrugated Metal Pipe	300 lin. ft.	5.00	1,500.00
18-inch Culvert End Sections	8 only	50.00	400.00
12-inch Sewer Pipe	90 lin. ft.	2.50	225.00
Concrete Inlets, Type "G"	2 only	100.00	200.00
Concrete Curbs	36 cu. yds.	50.00	1,800.00
Type 2 Fence	450 rods	5.00	2,250.00
Metal Guard Rail	30 lin. ft.	3.00	90.00
Metal Median Barrier	6,400 lin. ft.	4.50	28,800.00
Type 2 Barricade	540 lin. ft.	4.50	2,430.00
Salvage and Reinstall Guard Rail	1,930 lin. ft.	1.50	2,895.00
Guide Posts, Type W-1	70 only	6.00	420.00
Guide Posts, Type Y-2	60 only	6.75	405.00
Guide Posts, Type Y-3	2 only	7.50	15.00
Coarse Crushed Material in Base	37,000 tons	1.30	48,100.00
3/4" - 0 Material in Base	8,050 tons	1.35	10,867.50
Sprinkling	3,450 M-gals.	3.00	10,350.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	385 cu. yds.	3.25	1,251.25
Furnishing and Placing Aggregates	960 cu. yds.	3.25	3,120.00
RC-3 Asphalt	70 tons	42.00	2,940.00
120-150 Asphalt	71 tons	40.00	2,840.00
RS-1 Asphalt	26 tons	42.00	1,092.00

Asphaltic Concrete Mixture	12,300 tons	$4.00	$ 49,200.00
Asphalt in Mixture	675 tons	36.00	24,300.00
Asphaltic Concrete Traffic Markers	750 lin. ft.	1.00	750.00
Structural Excavation, Walls	531 cu. yds.	5.00	2,655.00
Structural Excavation Below Elevation Shown	35 cu. yds.	8.00	280.00
Class "A" Concrete, Walls (219 cu. yds. at $65.00)	All Required		14,235.00
Metal Reinforcement, Walls (37,000 lbs. at $0.13)	All Required		4,810.00
Removal of Existing Sign Installations	All Required (75%)		56.25
Metal Sign Supports	All Required		2,000.00
Wood Sign Posts	All Required (80%)		920.00
Type "A" Signs in Place	408 sq. ft.	8.10	3,304.80
Type "C" and "D" Signs in Place	427 sq. ft.	5.25	2,241.75
Type "B" Signs in Place	16 sq. ft.	5.75	92.00
Type "J" Signs in Place	2 sq. ft.	7.50	15.00
			$426,755.55
Seeding and Mulching	All Required (60%)		2,760.00
Signing (Temp.)	All Required (60%)		300.00
Temporary Illumination (15 Mile Creek)	All Required		1,500.00
Work by Pacific Telephone Co.	All Required (73%)		22,000.00
Flagging (57½% of Contractor's Cost)	All Required (60%)		3,000.00
	Subtotal		$456,315.55
	10% Engr. & Cont.		45,631.45
	Total		$501,947.00

Length of Roadway - - - - - ~~1.329~~ 1.159 Miles
Cost of Roadway Per Mile- - ~~$377,689.79~~ 433,086.28

Type Code X021
Fifteen Mile Creek Bridge (Sta. 2499+62 to Sta. 2503+26)

Shoring, Cribbing, Etc.	All Required		$ 2,000.00
Structural Excavations	290 cu. yds.	$10.00	2,900.00
Structural Excavation Below Elevation Shown	25 cu. yds.	15.00	375.00
Class "A" Concrete (1951 cu. yds. at $70.00)	All Required		136,570.00
Metal Reinforcement (521,000 lbs. at $0.13)	All Required		67,730.00
Metal Parapet Railing	726 lin. ft.	7.00	5,082.00
8-inch Metal Drain Pipe	40 lin. ft.	4.00	160.00
			$214,817.00

Type Code X220
The Dalles Dam Interchange (Sta. 2542+94.49 to Sta. 2543+32.15)

Structural Excavation	50 cu. yds.	$10.00	$ 500.00
Structural Excavation Below Elevation Shown	5 cu. yds.	15.00	75.00
Class "A" Concrete (140 cu. yds. at $70.00)	All Required		9,800.00
Metal Reinforcement (22,500 lbs. at $0.13)	All Required		2,925.00
			$ 13,300.00
	Subtotal		228,117.00
	10% Engr. & Cont.		22,811.00
	Total		$250,928.00

Length of 2 Structures - - - - - 0.076 Mile
Length of 1 Structure - - - - - 0.121 Mile (Exception)
Total Length of Structures - - - 0.197 Mile

SUMMARY OF FUNDS

Description			
Roadway (Grading Only)	$ 406,425.00	$ 373,000.00	$33,425.00
Roadway (AC Pavement	501,947.00	461,000.00	40,947.00
Structures	250,928.00	230,000.00	20,928.00
	$1,159,300.00	$1,064,000.00	$95,300.00

Federal Aid
Oregon State Highway Department
Project No. I-80N-3(19)84

THE DALLES-BIG EDDY SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 1, 1960

Type Code 0010
Roadway (Grading)(Sta. 2446+50 to Sta. 2499+62)

Clearing and Grubbing	All	Required (40%)		$ 2,000.00
Drainage Excavation, Unclassified	720	cu. yds.	$3.00	2,160.00
Special Borrow Excavation, Unclassified	187,300	cu. yds.	0.53	99,269.00
General Excavation, Unclassified	129,300	cu. yds.	0.57	73,701.00
Short Overhaul	2,297,000	yd. sta.	0.075	172,275.00
Long Overhaul	200,500	C-yd.sta.	0.35	70,175.00
Finishing Roadbed and Slopes	All	Required (40%)		1,400.00
Rounding Cutbanks	2,000	lin. ft.	0.20	400.00
18-inch Corrugated Metal Pipe	1,030	lin. ft.	5.00	5,150.00
36-inch Corrugated Metal Pipe	230	lin. ft.	14.50	3,335.00
36-inch Corrugated Metal Pipe, 8 Gage	340	lin. ft.	16.00	5,440.00
18-inch Culvert End Sections	4	only	50.00	200.00
36-inch Metal Tide Gates	1	only	250.00	250.00
Type 2 Fence	450	rods	5.00	2,250.00
Metal Guard Rail	2,570	lin. ft.	3.00	7,710.00
Type 2 Barricade	160	lin. ft.	4.50	720.00
Salvage and Reinstall Guard Rail	150	lin. ft.	1.50	225.00
Guard Rail - Salvaged Barricade	1,050	lin. ft.	1.50	1,575.00
Guide Posts, Type Y-1	70	only	6.00	420.00
Coarse Crushed Material in Base	13,000	tons	1.30	16,900.00
3/4" - 0 Material in Base	3,350	tons	1.35	4,522.50
Sprinkling	2,750	M-gal.	3.00	8,250.00
3/4" - 0 Material in Binder Course	135	cu. yds.	3.25	438.75
Furnishing and Placing Aggregates	460	cu. yds.	3.25	1,495.00
RC-3 Asphalt	20	tons	42.00	840.00
120-150 Asphalt	35	tons	40.00	1,400.00
RS-1 Asphalt	10	tons	42.00	420.00
Asphaltic Concrete Mixture	1,700	tons	4.00	6,800.00
Asphalt in Mixture	95	tons	36.00	3,420.00
Asphaltic Concrete Traffic Markers	190	lin. ft.	1.00	1,900.00
Structural Excavation, Walls	244	cu. yds.	5.00	1,220.00
Structural Excavation Below Elevation Shown, Walls	15	cu. yds.	8.00	120.00
Class "A" Concrete, Walls (124 cu.yds. at $65.00)	All	Required		8,060.00
Metal Reinforcement, Walls (27,000 lbs. at $0.13)	All	Required		3,510.00
Removal of Existing Sign Installations	All	Required (25%)		18.75
Wood Sign Posts	All	Required (20%)		230.00
Type "C" and "D" Signs in Place	95	sq. ft.	5.25	498.75

Type "E" Signs in Place	5	sq. ft.	$5.75	$ 28.75
Type "K" Signs in Place	72	sq. ft.	6.50	468.00
				$507,485.50
Seeding and Mulching	All	Required (40%)		1,840.00
Signing (Temporary)	All	Required (40%)		200.00
Flagging (57½% of Contractor's Cost)	All	Required (40%)		2,000.00
Work by Pacific Telephone Co.	All	Required (27%)		8,000.00
Work by Northern Wasco PUD	All	Required		1,500.00
Adjust County Water System (Extra Work)	All	Required		3,500.00
	Subtotal			$524,525.50
	10% Engr. & Cont.			54,254.50
			Total	$578,780.00

Length of Roadway (Grading) - - - 0.870 Mile
Cost of Roadway Per Mile- - - - - $665,264.36

Type Code 7221
Roadway (Sta. 2499+62 to Sta. 2542+50)

Clearing and Grubbing	All	Required (35%)		$ 1,750.00
Drainage Excavation, Unclassified	40	cu. yds.	$3.00	120.00
General Excavation, Unclassified	212,800	cu. yds.	0.57	121,296.00
Short Overhaul	86,000	yd. sta.	0.075	6,450.00
Long Overhaul	500	C-yd.sta.	0.35	175.00
Finishing Roadbed and Slopes	All	Required (35%)		1,225.00
Rounding Cutbanks	150	lin. ft.	0.20	30.00
18-inch Corrugated Metal Pipe	180	lin. ft.	5.00	900.00
18-inch Culvert End Sections	2	only	50.00	100.00
Concrete Curbs	12	cu. yds.	50.00	600.00
Type 2 Fence	260	rods	5.00	1,300.00
Metal Guard Rail	30	lin. ft.	3.00	90.00
Metal Median Barrier	4,100	lin. ft.	4.50	18,450.00
Salvage and Reinstall Guard Rail	1,200	lin. ft.	1.50	1,800.00
Guide Posts, Type W-1	45	only	6.00	270.00
Guide Posts, Type Y-2	25	only	6.75	168.75
Guide Posts, Type Y-3	1	only	7.50	7.50
Coarse Crushed Material in Base	12,800	tons	1.30	16,640.00
3/4" - 0 Material in Base	3,100	tons	1.35	4,185.00
Sprinkling	1,920	M-gal.	3.00	5,760.00
Preparation of Base	All	Required (60%)		600.00
3/4" - 0 Material in Binder Course	85	cu. yds.	3.25	276.25
Furnishing and Placing Aggregates	320	cu. yds.	3.25	1,040.00
RC-3 Asphalt	15	tons	42.00	630.00
120-150 Asphalt	20	tons	40.00	800.00
RS-1 Asphalt	12	tons	42.00	504.00
Asphaltic Concrete Mixture	1,500	tons	4.00	6,000.00
Asphalt in Mixture	85	tons	36.00	3,060.00
Asphaltic Concrete Traffic Markers	220	lin. ft.	1.00	220.00
8-inch Portland Cement Concrete Pavement	21,000	sq. yds.	3.60	75,600.00

3/4-inch Expansion Joints	50 lin. ft.	$0.50	$ 25.00
Contraction Joints	3,100 lin. ft.	0.15	465.00
Dowell Bars	3,300 only	0.75	2,475.00
Tie Bars and Bar Reinforcement	12,000 lbs.	0.14	1,680.00
Wire Fabric Reinforcement	21,000 sq. yds.	0.75	15,750.00
3/8" - 0 Material in Cushion Course	800 tons	2.50	2,000.00
Structural Excavation, Walls	531 cu. yds.	5.00	2,655.00
Structural Excavation Below Elevation Shown	35 cu. yds.	8.00	280.00
Class "A" Concrete, Walls (219 cu.yds. at $65.00)	All Required		14,235.00
Metal Reinforcement, Walls (37,000 lbs. at $0.13)	All Required		4,810.00
Removal of Existing Sign Installations	All Required (35%)		26.25
Metal Sign Supports	All Required (50%)		1,000.00
Wood Sign Posts	All Required (25%)		287.50
Type "A" Signs in Place	156 sq. ft.	8.10	1,263.60
Type "C" and "D" Signs in Place	97 sq. ft.	5.25	509.25
			$317,509.10
Seeding and Mulching	All Required (35%)		1,610.00
Signing (Temporary)	All Required (35%)		175.00
Temporary Illumination (15 Mile Creek)	All Required		1,500.00
Work by Pacific Telephone Co.	All Required (73%)		22,000.00
Flagging (57½% of Contractor's Cost)	All Required (35%)		175.00
	Subtotal		$342,969.10
	10% Engr. & Cont.		34,296.90
	Total		$387,266.00

Length of Roadway - - - - - 0.740 Mile
Cost of Roadway Per Mile- - $523,332.43

Type Code 6201
Roadway (Sta. 2542+50 to Sta. 2574+00)

Clearing and Grubbing	All Required (25%)		$ 1,250.00
Drainage Excavation, Unclassified	70 cu. yds.	$3.00	210.00
General Excavation, Unclassified	124,700 cu. yds.	0.57	71,079.00
Finishing Roadbed and Slopes	All Required (25%)		875.00
Rounding Cutbanks	1,250 lin. ft.	0.20	250.00
18-inch Corrugated Metal Pipe	120 lin. ft.	5.00	600.00
18-inch Culvert End Sections	6 only	50.00	300.00
12-inch Sewer Pipe	90 lin. ft.	2.50	225.00
Concrete Inlets, Type "G"	2 only	100.00	200.00
Concrete Curbs	24 cu. yds.	50.00	1,200.00
Type 2 Fence	190 rods	5.00	950.00
Metal Median Barrier	2,300 lin. ft.	4.50	10,350.00
Type 2 Barrier	540 lin. ft.	4.50	2,430.00
Salvage and Reinstall Guard Rail	730 lin. ft.	1.50	1,095.00
Guide Posts, Type W-1	25 only	6.00	150.00
Guide Posts, Type Y-2	35 only	6.75	236.25
Guide Posts, Type Y-3	1 only	7.50	7.50

Course Crushed Material in Base	13,000 tons	$1.30	$ 16,900.00
3/4" - 0 Material in Base	4,350 tons	1.35	5,872.50
Sprinkling	1,330 M-gal.	3.00	3,990.00
Preparation of Base	All Required (40%)		400.00
3/4" - 0 Material in Binder Course	180 cu. yds.	3.25	585.00
Furnishing and Placing Aggregates	300 cu. yds.	3.25	975.00
RC-3 Asphalt	25 tons	42.00	1,050.00
120-150 Asphalt	25 tons	40.00	1,000.00
RS-1 Asphalt	8 tons	42.00	336.00
Asphaltic Concrete Mixture	5,800 tons	4.00	23,200.00
Asphalt in Mixture	320 tons	36.00	11,520.00
Asphaltic Concrete Traffic Markers	530 lin. ft.	1.00	530.00
Removal of Existing Sign Installation	All Required (40%)		30.00
Metal Sign Supports	All Required (50%)		1,000.00
Wood Sign Posts	All Required (55%)		632.50
Type "A" Signs in Place	252 sq. ft.	8.10	2,041.20
Type "C" and "D" Signs in Place	330 sq. ft.	5.25	1,732.50
Type "E" Signs in Place	16 sq. ft.	5.75	92.00
Type "J" Signs in Place	2 sq. ft.	7.50	15.00
			$163,309.45
Seeding and Mulching	All Required (25%)		1,150.00
Signing (Temporary)	All Required (25%)		125.00
Flagging (57½% of Contractor's Cost)	All Required (25%)		1,250.00
	Subtotal		$165,834.45
	10% Engr. & Cont.		16,582.55
	Total		$182,417.00

Length of Roadway - - - - - 0.589 Mile
Cost of Roadway Per Mile- - $309,706.28

Type Code X021
Fifteen Mile Creek Bridge (Sta. 2499+62 to Sta. 2503+26)

Shoring, Cribbing, Etc.	All Required	$	$ 2,000.00
Structural Excavation	290 cu. yds.	10.00	2,900.00
Structural Excavation Below Elevation Shown	25 cu. yds.	15.00	375.00
Class "A" Concrete (1,951 cu.yds. at $70.00)	All Required		136,570.00
Metal Reinforcement (521,000 lbs. at $0.13)	All Required		67,730.00
Metal Parapet Railing	726 lin. ft.	7.00	5,082.00
8-inch Metal Drain Pipe	40 lin. ft.	4.00	160.00
			$214,817.00

Type Code X220
The Dalles Dam Interchange (Sta. 2542+94.49 to Sta. 2543+32.15)

Structural Excavation	50 cu. yds.	$10.00	$ 500.00

Structural Excavation Below Elevation Shown	5 cu. yds.	$15.00	$ 75.00
Class "A" Concrete (140 cu.yds. at $70.00)	All Required		9,800.00
Metal Reinforcement (22,500 lbs. at $0.13)	All Required		2,925.00
			$ 13,300.00
	Subtotal		$228,117.00
	10% Engr. & Cont.		22,811.00
	Total		$250,928.00

Length of 2 Structures - - - - - 0.076 Mile
Length of 1 Structure- - - - - - 0.121 Mile (Exception)
Total Length of Structures - - - 0.197 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Grading Only)	$ 578,780.00	$ 532,000.00	$ 46,780.00
Roadway (PCC Pavement)	387,266.00	356,000.00	31,266.00
Roadway (AC Pavement)	182,417.00	167,000.00	15,417.00
Structures	250,928.00	230,000.00	20,928.00
	$1,399,391.00	$1,285,000.00	$114,391.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(19)84

THE DALLES-BIG EDDY SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 12, 1960

Type Code 0010
Roadway (Grading)(Sta. 2446+50 to Sta. 2499+62).

✓ Clearing and Grubbing	All	Required (40%)		$ 2,000.00
Drainage Excavation, Unclassified	720	cu.yds.	$3.00	2,160.00
Special Borrow Excavation, Unclassified	187,300	cu.yds.	.53	99,269.00
General Excavation, Unclassified	129,300	cu.yds.	.57	73,701.00
Short Overhaul	2,297,000	yd.stas.	.0075	17,227.50
Long Overhaul	200,500	C-yd.stas.	.35	70,175.00
Finishing Roadbed and Slopes	All	Required (40%)		1,400.00
Rounding Cutbanks	2,000	lin.ft.	.20	400.00
18-inch Corrugated Metal Pipe	1,030	lin.ft.	5.00	5,150.00
36-inch Corrugated Metal Pipe	230	lin.ft.	14.50	3,335.00
36-inch Corrugated Metal Pipe, 8 Gage	340	lin.ft.	16.00	5,440.00
18-inch Culvert End Sections	4	only	50.00	200.00
36-inch Metal Tide Gates	1	only	250.00	250.00
Type 2 Fence	450	rods	5.00	2,250.00
Metal Guard Rail	2,570	lin.ft.	3.00	7,710.00
Type 2 Barricade	160	lin.ft.	4.50	720.00
Salvage and Reinstall Guard Rail	150	lin.ft.	1.50	225.00
Guard Rail-Salvaged Barricade	1,050	lin.ft.	1.50	1,575.00
Guide Posts, Type Y-1	70	only	6.00	420.00
Coarse Crushed Material in Base	13,000	tons	1.30	16,900.00
3/4" - 0 Material in Base	3,350	tons	1.35	4,522.50
Sprinkling	2,750	M-gals.	3.00	8,250.00
3/4" - 0 Material in Binder Course	135	cu.yds.	3.25	438.75
Furnishing & Placing Aggregates	460	cu.yds.	3.25	1,495.00
RC-3 Asphalt	20	tons	42.00	840.00
120-150 Asphalt	35	tons	40.00	1,400.00
RS-1 Asphalt	10	tons	42.00	420.00
Asphaltic Concrete Mixture	1,700	tons	4.00	6,800.00
Asphalt in Mixture	95	tons	36.00	3,420.00
Asphaltic Concrete Traffic Markers	190	lin.ft.	1.00	190.00
Structural Excavation, Walls	244	cu.yds.	5.00	1,220.00
Structural Excavation Below Elevation Shown, Walls	15	cu.yds.	8.00	120.00
Class "A" Concrete, Walls (124 cu.yd. at $65.00)	All	Required		8,060.00
Metal Reinforcement, Walls (27,000 lbs. at $0.13)	All	Required		3,510.00
Removal of Existing Sign Installations	All	Required (25%)		18.75
Wood Sign Posts	All	Required (20%)		230.00
Type "C" & "D" Signs in Place	95	sq.ft.	5.25	498.75
Type "E" Signs in Place	5	sq.ft.	5.75	28.75
Type "K" Signs in Place	72	sq.ft.	6.50	468.00

		$352,438.00
Seeding and Mulching	All Required (40%)	1,840.00
Signing (Temporary)	All Required (40%)	200.00
Flagging (57½% of Contractor's Cost)	All Required (40%)	2,000.00
Work by Pacific Telephone Co.	All Required (27%)	8,000.00
Work by Northern Wasco P.U.D.	All Required	1,500.00
Adjust County Water System (Earthwork)	All Required	3,500.00
	Subtotal	$369,478.00
	10% Engr. & Cont.	36,947.00
	Total	$406,425.00

Length of Roadway (Grading) . . . . 0.870 mile
Cost of Roadway per mile $467,155.17

Type Code 6201
Roadway (Sta.2499+62 to Sta. 2565+00)

Clearing and Grubbing	All	Required (60%)		$ 3,000.00
Drainage Excavation, Unclassified	110	cu.yds.	$3.00	330.00
General Excavation, Unclassified	337,500	cu.yds.	.57	192,375.00
Short Overhaul	86,000	yd.stas.	.0075	645.00
Long Overhaul	500	C-yd.stas.	.35	175.00
Finishing Roadbed and Slopes	All	Required (60%)		2,100.00
Rounding Cutbanks	1,400	lin.ft.	.20	280.00
18-inch Corrugated Metal Pipe	300	lin.ft.	5.00	1,500.00
18-inch Culvert End Sections	8	only	50.00	400.00
12-inch Sewer Pipe	90	lin.ft.	2.50	225.00
Concrete Inlets, Type "G"	2	only	100.00	200.00
Concrete Curbs	36	cu.yds.	50.00	1,800.00
Type 2 Fence	450	rods	5.00	2,250.00
Metal Guard Rail	30	lin.ft.	3.00	90.00
Metal Median Barrier	6,400	lin.ft.	4.50	28,800.00
Type 2 Barricade	540	lin.ft.	4.50	2,430.00
Salvage and Reinstall Guard Rail	1,930	lin.ft.	1.50	2,895.00
Guide Posts, Type W-1	70	only	6.00	420.00
Guide Posts, Type Y-2	60	only	6.75	405.00
Guide Posts, Type Y-3	2	only	7.50	15.00
Coarse Crushed Material in Base	37,000	tons	1.30	48,100.00
3/4" - 0 Material in Base	8,050	tons	1.35	10,867.50
Sprinkling	3,450	M-gals.	3.00	10,350.00
Preparation of Base	All	Required		1,000.00
3/4" - 0 Material in Binder Course	385	cu.yds.	3.25	1,251.25
Furnishing and Placing Aggregates	960	cu.yds.	3.25	3,120.00
RC-3 Asphalt	70	tons	42.00	2,940.00
120-150 Asphalt	71	tons	40.00	2,840.00
RS-1 Asphalt	26	tons	42.00	1,092.00
Asphaltic Concrete Mixture	12,300	tons	4.00	49,200.00
Asphalt in Mixture	675	tons	36.00	24,300.00
Asphaltic Concrete Traffic Markers	750	lin.ft.	1.00	750.00
Structural Excavation, Walls	531	cu.yds.	5.00	2,655.00
Structural Excavation Below Elevation Shown	35	Cu.yds.	8.00	280.00

Class "A" Concrete, Walls (219 cu.yds. at $65.00)	All Required		$ 14,235.00
Metal Reinforcement, Walls (37,000 lbs. at $0.13)	All Required		4,810.00
Removal of Existing Sign Installations	All Required (75%)		56.25
Metal Sign Supports	All Required		2,000.00
Wood Sign Posts	All Required (80%)		920.00
Type "A" Signs in Place	408 sq.ft.	8.10	3,304.80
Type "C" and "D" Signs in Place	427 sq.ft.	5.25	2,241.75
Type "E" Signs in Place	16 sq.ft.	5.75	92.00
Type "J" Signs in Place	2 sq.ft.	7.50	15.00
			$426,755.55
Seeding and Mulching	All Required (60%)		2,760.00
Signing (Temporary)	All Required (60%)		300.00
Temporary Illumination (Fifteenmile Creek)	All Required		1,500.00
Work by Pacific Telephone Co.	All Required (73%)		22,000.00
Flagging (57½% of Contractor's Cost)	All Required (60%)		3,000.00
	Subtotal		$456,315.55
	10% Engr. & Cont.		45,631.45
	Total		$501,947.00

Length of Roadway . . . . 1.159 miles

Cost of Roadway per mile $433,086.28

Type Code X021

Fifteenmile Creek Bridge (Station 2499+62 to Station 2503+26)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	290 cu.yds.	$10.00	2,900.00
Structural Excavation below Elevation Shown	25 cu.yds.	15.00	375.00
Class "A" Concrete (1,935 cu.yds. at $70.00)	All Required		135,450.00
Metal Reinforcement (521,000 lbs. at $0.13)	All Required		67,730.00
Metal Parapet Railing	726 lin.ft.	7.00	5,082.00
8-inch Metal Drain Pipe	40 lin.ft.	4.00	160.00
			$213,697.00

Type Code X220

The Dalles Dam Interchange (Sta. 2542+94.49 to Sta. 2543+32.15)

Structural Excavation	50 cu.yds.	$10.00	$ 500.00
Structural Excavation Below Elevation Shown	5 cu.yds.	15.00	75.00
Class "A" Concrete (140 cu.yds. at $70.00)	All Required		9,800.00
Metal Reinforcement (22,500 lbs. at $0.13)	All Required		2,925.00
			$ 13,300.00
	Subtotal		$226,997.00
	10% Engr. & Cont.		22,699.00
	Total		$249,696.00

Length of 2 Structures . . . . 0.076 mile

Length of 1 Structure . . . . 0.121 mile (exception)

Total Length of Structures . . . . 0.197 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Grading only)	$ 406,425.00	$ 373,000.00	$33,425.00
Roadway (A.C. Pavement)	501,947.00	461,000.00	40,947.00
Structures	249,696.00	229,000.00	20,696.00
	$1,158,068.00	$1,063,000.00	$95,068.00

Oregon State Highway Department

Federal Aid
Project No. I-[illegible]0N-3(19)84

THE DALLES - BIG EDDY SECTION

OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 18, 1960

Type Code 0010
Roadway (Grading)(Sta. 2446+50 to Sta. 2499+62)

Clearing and Grubbing	All	Required (40%)		$ 2,000.00
Drainage Excavation, Unclassified	720	cu.yds.	$3.00	2,160.00
Special Borrow Excavation, Unclassified	187,300	cu.yds.	0.53	99,269.00
General Excavation, Unclassified	129,300	cu.yds.	0.57	73,701.00
Short Overhaul	2,297,000	yd.sta.	0.0075	17,227.50
Long Overhaul	200,500	C-yd.sta.	0.35	70,175.00
Finishing Roadbed and Slopes	All	Required (40%)		1,400.00
Rounding Cutbanks	2,000	lin.ft.	0.20	400.00
18-inch Corrugated Metal Pipe	1,030	lin.ft.	5.00	5,150.00
36-inch Corrugated Metal Pipe	230	lin.ft.	14.50	3,335.00
36-inch Corrugated Metal Pipe, 8 Gage	340	lin.ft.	16.00	5,440.00
18-inch Culvert End Sections	4	only	50.00	200.00
36-inch Metal Tide Gates	1	only	250.00	250.00
Type 2 Fence	450	rods	5.00	2,250.00
Metal Guard Rail	2,570	lin.ft.	3.00	7,710.00
Type 2 Barricade	160	lin.ft.	4.50	720.00
Salvage and Reinstall Guard Rail	150	lin.ft.	1.50	225.00
Guard Rail - Salvaged Barricade	1,050	lin.ft.	1.50	1,575.00
Guide Posts, Type Y-1	70	only	6.00	420.00
Coarse Crushed Material in Base	13,000	tons	1.30	16,900.00
3/4" - 0 Material in Base	3,350	tons	1.35	4,522.50
Sprinkling	2,750	M-gal.	3.00	8,250.00
3/4" - 0 Material in Binder Course	135	cu.yds.	3.25	438.75
Furnishing and Placing Aggregates	460	cu.yds.	3.25	1,495.00
RC-3 Asphalt	20	tons	42.00	840.00
120-150 Asphalt	35	tons	40.00	1,400.00
RS-1 Asphalt	10	tons	42.00	420.00
Asphaltic Concrete Mixture	1,700	tons	4.00	6,800.00
Asphalt in Mixture	95	tons	36.00	3,420.00
Asphaltic Concrete Traffic Markers	190	lin.ft.	1.00	190.00
Structural Excavation, Walls	244	cu.yds.	5.00	1,220.00
Structural Excavation Below Elevation Shown, Walls	15	cu.yds.	8.00	120.00
Class "A" Concrete, Walls (124 cu.yds. at $65.00)	All	Required		8,060.00
Metal Reinforcement, Walls (27,000 lbs. at $0.13)	All	Required		3,510.00
Removal of Existing Sign Installations	All	Required (25%)		18.75
Wood Sign Posts	All	Required (20%)		230.00

Type "C" and "D" Signs in Place	95	sq.ft.	$5.25	$ 498.75
Type "E" Signs in Place	5	sq.ft.	5.75	28.75
Type "K" Signs in Place	72	sq.ft.	6.50	468.00
				$352,438.00
Seeding and Mulching	All Required (40%)			1,840.00
Signing (Temporary)	All Required (40%)			200.00
Flagging (57½% of Contractor's Cost)	All Required (40%)			2,000.00
Work by Pacific Telephone Co.	All Required (27%)			8,000.00
Work by Pacific Power & Light Co.	All Required			1,500.00
Adjust County Water System (Extra Work)	All Required			3,500.00
	Subtotal			$369,478.00
	10% Engr. & Cont.			36,947.00
	Total			$406,425.00

Length of Roadway (Grading) - - 0.870 Mile
Cost of Roadway Per Mile- - - - $467,155.17

Type Code 6201
Roadway (Sta. 2499+62 to Sta. 2565+00)

Clearing and Grubbing	All Required (60%)			$ 3,000.00
Drainage Excavation, Unclassified	110	cu.yds.	$3.00	330.00
General Excavation, Unclassified	337,500	cu.yds.	0.57	192,375.00
Short Overhaul	86,000	yd.sta.	0.0075	645.00
Long Overhaul	500	C-yd.sta.	0.35	175.00
Finishing Roadbed and Slopes	All Required (60%)			2,100.00
Rounding Cutbanks	1,400	lin.ft.	0.20	280.00
18-inch Corrugated Metal Pipe	300	lin.ft.	5.00	1,500.00
18-inch Culvert End Sections	8	only	50.00	400.00
12-inch Sewer Pipe	90	lin.ft.	2.50	225.00
Concrete Inlets, Type "G"	2	only	100.00	200.00
Concrete Curbs	36	cu.yds.	50.00	1,800.00
Type 2 Fence	450	rods	5.00	2,250.00
Metal Guard Rail	30	lin.ft.	3.00	90.00
Metal Median Barrier	6,400	lin.ft.	4.50	28,800.00
Type 2 Barricade	540	lin.ft.	4.50	2,430.00
Salvage and Reinstall Guard Rail	1,930	lin.ft.	1.50	2,895.00
Guide Posts, Type W-1	70	only	6.00	420.00
Guide Posts, Type Y-2	60	only	6.75	405.00
Guide Posts, Type Y-3	2	only	7.50	15.00
Coarse Crushed Material in Base	37,000	tons	1.30	48,100.00
3/4" - 0 Material in Base	8,050	tons	1.35	10,867.50
Sprinkling	3,450	M-gal.	3.00	10,350.00
Preparation of Base	All Required			1,000.00
3/4" - 0 Material in Binder Course	385	cu.yds.	3.25	1,251.25
Furnishing and Placing Aggregates	960	cu.yds.	3.25	3,120.00
RC-3 Asphalt	70	tons	42.00	2,940.00
120-150 Asphalt	71	tons	40.00	2,840.00

RS-1 Asphalt	26 tons	$42.00	$ 1,092.00
Asphaltic Concrete Mixture	12,300 tons	4.00	49,200.00
Asphalt in Mixture	675 tons	36.00	24,300.00
Asphaltic Concrete Traffic Markers	750 lin.ft.	1.00	750.00
Structural Excavation, Walls	531 cu.yds.	5.00	2,655.00
Structural Excavation Below Elevation Shown	35 cu.yds.	8.00	280.00
Class "A" Concrete, Walls (219 cu.yds. at $65.00)	All Required		14,235.00
Metal Reinforcement, Walls (37,000 lbs. at $0.13)	All Required		4,810.00
Removal of Existing Sign Installations	All Required (75%)		56.25
Metal Sign Supports	All Required		2,000.00
Wood Sign Posts	All Required (80%)		920.00
Type "A" Signs in Place	408 sq.ft.	8.10	3,304.80
Type "C" and "D" Signs in Place	427 sq.ft.	5.25	2,241.75
Type "E" Signs in Place	16 sq.ft.	5.75	92.00
Type "J" Signs in Place	2 sq.ft.	7.50	15.00
			$426,755.55
Seeding and Mulching	All Required (60%)		2,760.00
Signing (Temporary)	All Required (60%)		300.00
Temporary Illumination (15 Mile Creek)	All Required		1,500.00
Work by Pacific Telephone Co.	All Required (73%)		22,000.00
Flagging (57½% of Contractor's Cost)	All Required (60%)		3,000.00
	Subtotal		$456,315.55
	10% Engr. & Cont.		45,631.45
	Total		$501,947.00

Length of Roadway - - - - - 1.159 Miles
Cost of Roadway Per Mile- - $433,086.28

Type Code X021
Fifteen Mile Creek Bridge (Sta. 2499+62 to Sta. 2503+26)

Shoring, Cribbing, Etc.	All Required	$	$ 2,000.00
Structural Excavations	290 cu.yds.	10.00	2,900.00
Structural Excavation, Below Elevation Shown	25 cu.yds.	15.00	375.00
Class "A" Concrete (1,935 cu.yds. at $70.00)	All Required		135,450.00
Metal Reinforcement (521,000 lbs. at $0.13)	All Required		67,730.00
Metal Parapet Railing	726 lin.ft.	7.00	5,082.00
8-inch Metal Drain Pipe	40 lin.ft.	4.00	160.00
			$213,697.00

Type Code X220
The Dalles Dam Interchange (Sta. 2542+94.49 to Sta. 2543+32.15)

Structural Excavation	50 cu. yds.	$10.00	$ 500.00
Structural Excavation, Below Elevation Shown	5 cu. yds.	15.00	75.00
Class "A" Concrete (140 cu.yds. at $70.00)	All Required		9,800.00
Metal Reinforcement (22,500 lbs. at $0.13)	All Required		2,925.00
			$ 13,300.00

Subtotal	$226,997.00
10% Engr. & Cont.	22,699.00
Total	$249,696.00

Length of 2 Structures - - - - - 0.076 Mile
Length of 1 Structure- - - - - - 0.121 Mile (Exception)
Total Length of Structures - - - 0.197 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Grading Only)	$ 406,425.00	$ 373,000.00	$ 33,425.00
Roadway (A.C. Pavement)	501,947.00	461,000.00	40,047.00
Structures	249,696.00	229,000.00	20,696.00
	$1,158,068.00	$1,063,000.00	$ 95,068.00

RECEIVED
OCT [illegible]3 1960
FOR FILING
1-1(N-3(19) [illegible]
5787

October 18, 1960

Dick & Dick
Attorneys at Law
8th and Washington
The Dalles, Oregon

Gentlemen:

Reference is made to your letter of October 6 concerning the outfall sewer line from Eddy's Motel. This line crosses the contracted The Dalles-Big Eddy Section of the Columbia River Highway near Station 2467+13.

We were aware of the condition and had already decided to place this 8-inch sewer pipe in a 12-inch conduit where the line is to be covered by highway fill. Members of our Right of Way Division and engineering force have contacted Mr. and Mrs. Seufert and determined that our plan is entirely satisfactory to them.

We will acknowledge the Seufert's easement rights in our dealings for right of way with the Army Engineers.

Thank you for calling the matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter T. Wright
Mr. Dean Swift

FBK:fp fn

RECEIVED
OCT 1960
FOR FILING

I-80N-3(19)94

FORM E-123-X 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 14, 1960

Mr. Edgar M. Dick
Attorney at Law
601 Washington Street
The Dalles, Oregon

Re: File No. 22662
The Dalles-Big Eddy
Section
Columbia River Highway
Wasco County

Dear Mr. Dick:

A copy of your letter of October 6, relating to the Edward Seufert sewer easement, has been referred to this office.

Through ignorance of the fact that you represent the Seufert interests in this matter, our Right of Way Supervisor, Mr. Harold Brainerd, has been in direct contact with Mr. Seufert.

It is my understanding that an appropriate construction arrangement for protection and preservation of the sewer line has been discussed and approved by Mr. Seufert. If I err in this understanding, I shall greatly appreciate an early response from you.

Please be assured that we have no desire or intent to ignore any of Mr. Seufert's rights in this land. Our present inconclusive status of occupancy of the lands owned by the Corps of Engineers has contributed to a rather clumsy handling of rights existing in those lands by virtue of easements.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

cc Mr. Forrest Cooper ✓
Mr. Tom Edwards
Mr. Harold G. Brainerd

NOTED
FORREST COOPER

RECEIVED
[illegible] 1960
[illegible]
[illegible] ENGINEER

RECEIVED
OCT 17 1960
FOR FILING

1-80N 3(19)84

787

October 14, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the adjustment of the County water line on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County, Contract No. 5787, in connection with Federal Aid Project No. I-80N-3(19)84.

It will be necessary to adjust the Wasco County domestic water line which crosses the main highway and frontage road. Salvaging the water line and reinstalling it in conduit under the highway and frontage road are required. This is noted on the plans as "extra work" and funds were included in the project authorization to cover it.

Verbal approval has been given by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
OCT 1960
FOR FILING
7-Son-3(19)84

5787

ARMCO DRAINAGE & METAL PRODUCTS, INC.

NORTH PACIFIC DIVISION

P. O. Box 751
PORTLAND 7, OREGON

1320 S. W. Broadway Avenue
PORTLAND 1, OREGON

CAPITOL 8-9433

October 13, 1960

Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Gentlemen:

Regarding the proposed railroad underpass of the approach to The Dalles bridge to provide access for a Union Pacific Railroad spur, we are pleased to present the attach prints and submit the following costs.

As is shown on the drawing, we propose a 288π circumference one gage galvanized MULTI-PLATE pipe, equivalent in periphery to a 24" diameter structure which has been 5% ellipsed. It is our understanding that the structure would be placed in an open cut and the backfilled with a granular, non-plastic backfill material compacted to a recommended density of 95% ASHO density or better. The dotted line inside the elliptical pipe shape indicates a 17'0" wide x 22'6" high clearance as indicated by P.U.C. regulations. As you will note, there is a slight interference of the corners of this clearance at the bottom. Today's telephone conversation with Mr. Baysinger indicated that this slight interference can probably be worked out with the P.U.C.

Our estimate of the cost of furnishing the material and of erecting the material including placing of any necessary horizontal corss bracing to resist the thrust of backfilling, is $253.60 per lineal foot of structure. Delivery and construction time is estimated at eight weeks from receipt of order. If there is further information we can provide regarding the design or construction of this structure, please feel free to call on us at any time.

Cordially yours

ARMCO DRAINAGE & METAL PRODUCTS, INC.

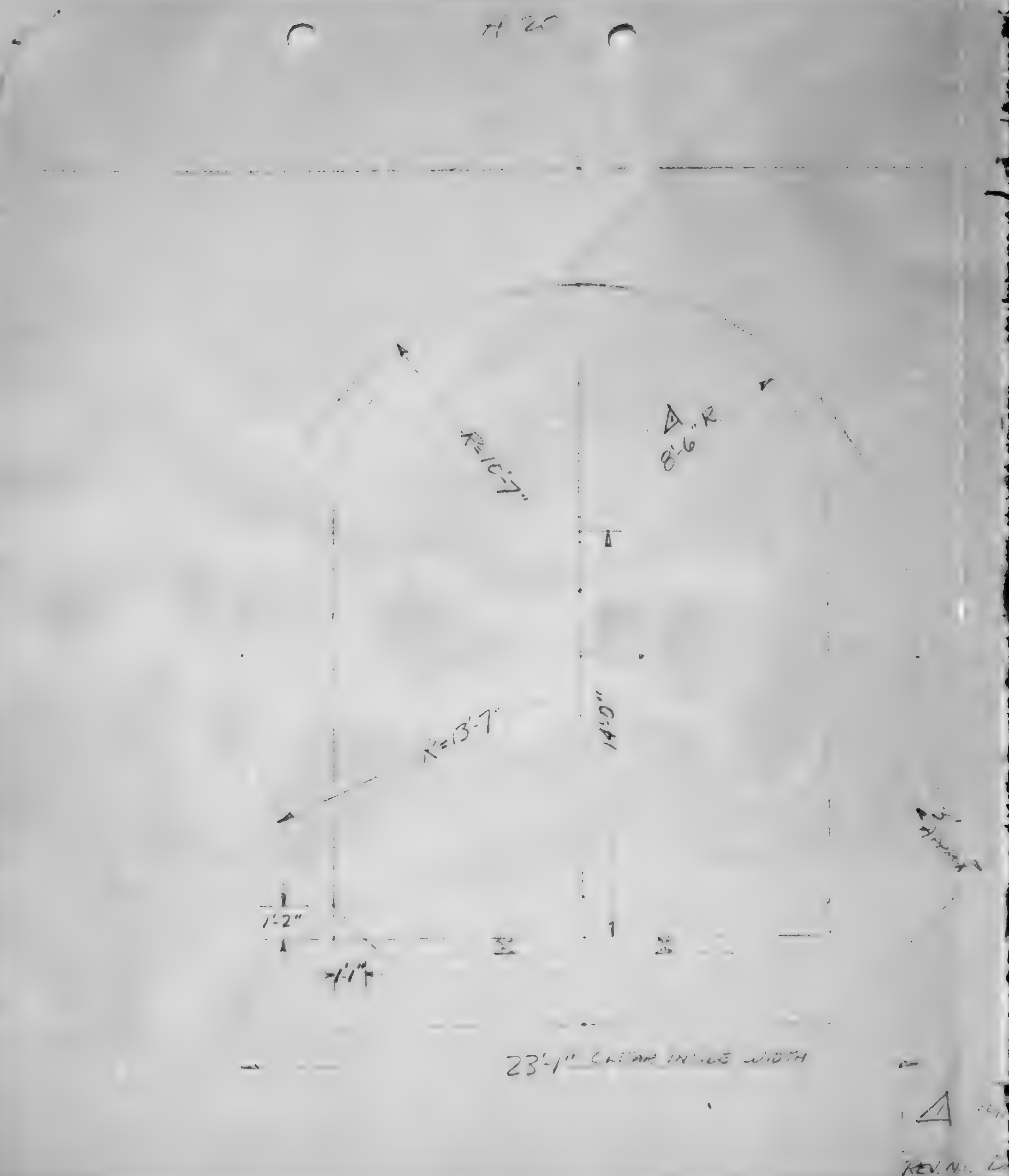
W. E. Powers

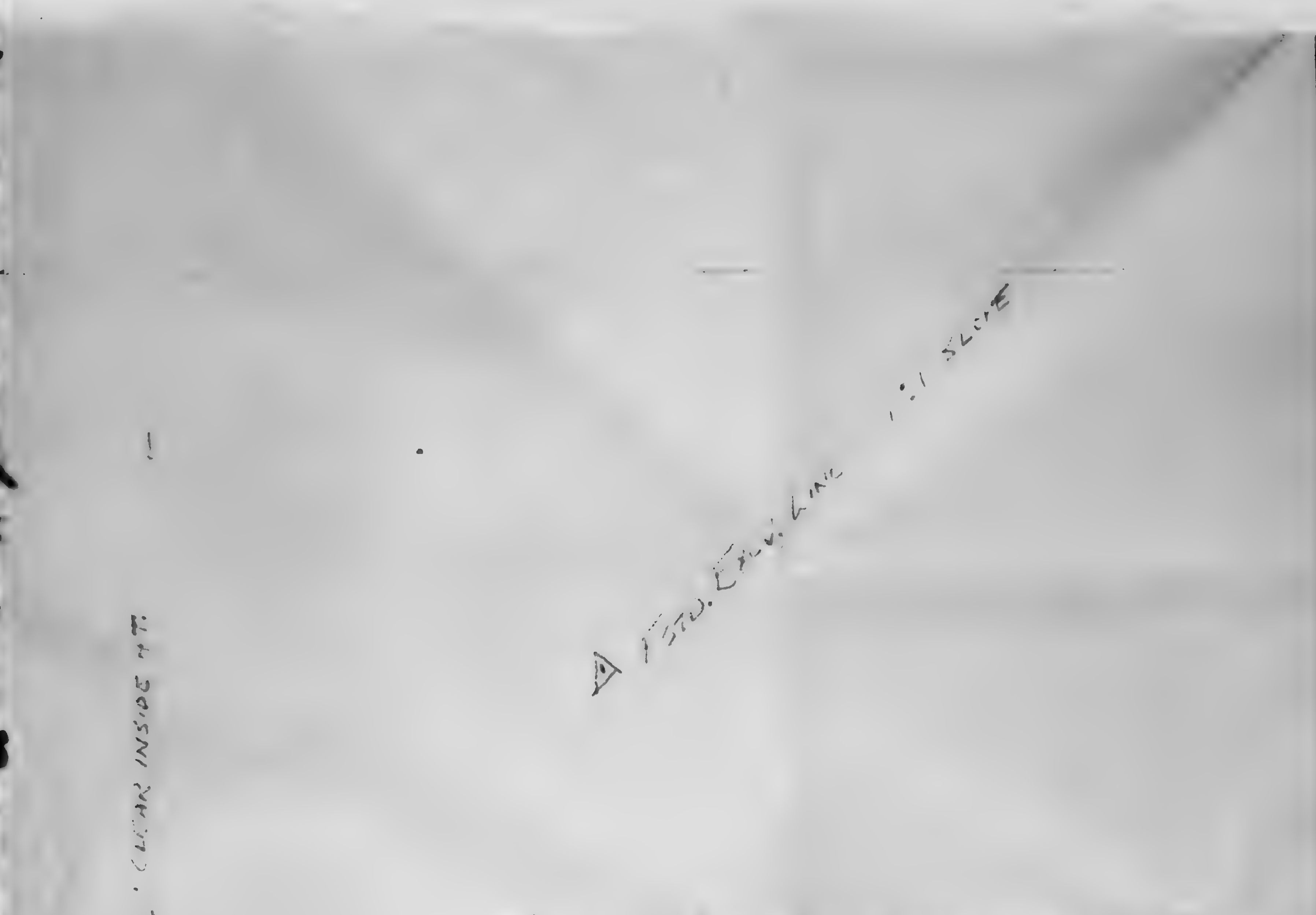
W. E. Powers
Manager Drainage & Allied Products
North Pacific Division

The Dalles-
Eddy
ivy

WEP:sw
Enclosures

RECEIVED
OCT 14 1960
OREGON
STATE HIGHWAY COMMISSION


R=10'-7"
8'-6" R
1
14'-0"
R=13'-7"
1'-2"
1'-1"
1
23'-1" CLEAR INSIDE WIDTH
1
REV. NO.



MAT'L: 283 PI INCH PERIPHERY (EQUIVALENT TO 24' DIA. 5% ELLIPTICAL) 6"x2" MULTIPLATE - ⚠1 GAGE - 4 3 13/FT.

INSTALLATION: RECOMMENDED MIN. COVER IS 4' ⚠. BACKFILL MUST BE NON-COMPRESSIBLE NON-PLASTIC MAT'L COMPACTED TO AT LEAST 95% DENSITY. CONSTRUCTION BRACING TO HOLD SHAPE MAY BE REQ'D.

NORTH PACIFIC DIVISION

ARMCO DRAINAGE & METAL PRODUCTS, INC.

SEATTLE PORTLAND SPOKANE

PROPOSED MULTI PLATE TUNNEL FOR [illegible] ELLIPTICAL

DRAWN BY WEP	DATE 1/7 [illegible]
CHECKED BY	
APPROVED BY	SCALE [illegible]

REV. NO.	DATE	DESCRIPTION
⚠1	1/31/60	Changed gage - added excav. line - chgd radius - chgd min. H.C.

RECEIVED
OCT 1960
FOR FILING
1-11[illegible]
5911

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1960

SUBJECT: The Dalles-Big Eddy

To:

MEMO TO THE FILES

A meeting was held in Salem this date concerning the irrigation - fire protection lines serving the Seufert Cannery area. This meeting was attended by Judge Jim Hunt, District Attorney Hogan, Walter Wright, L. H. Young and the undersigned.

We are obligated to revamp said system where the new roadway will interfere with it. Our estimate for this work is $3,218.00. It was previously decided by Highway officials that, in view of the benefits accrued to the State by eliminating entirely the crossing and the easement, we would be willing to expend $5,000.00 toward a replacement system which would not interfere with the highway. The contractor, Vernie Jarl, would also interfere with the system in the course of doing off the right of way work. He will contribute $2,000.00 toward a replacement system if he could destroy the existing system where it interferes with his work. The County, who holds a 50-year lease to the land and its improvements from the Army Engineers, is willing to take the $7,000.00 total offered, add some of their money, and build a new system consisting of a pumping plant in the Columbia River which will not interfere with our facility at all.

The hitch seems to be that the title rests in the U. S. Government. Mr. Liske of the Army Engineers has stated that he will approve an arrangement as follows:

1. We become a contracting agency for the Government and assure them of an adequate replacement system. In this connection, we must present the Army Engineers with sketches of the system to be destroyed and of our proposed new installation. We would also guarantee to the Army Engineers that the new system would be completed according to the proposed plan.

2. We would then turn over to the County Court the $7,000.00 and receive from them a letter guaranteeing that they would do the work required and forever hold the State harmless from liability for any cause connected with the existing or proposed system.

3. The County would also establish a temporary standby system in the river so that our contractor could immediately tear out the existing

NOTED

system (after approval by the Army Engineers of the proposed system.)

To implement and expedite the work, I have instructed Vernon Shull, Resident Engineer on the project, to prepare the necessary maps. He will confer with Judge Hunt and Judge Hunt's pump expert for the details. Judge Hunt will expedite the necessary letters of guarantee to us. For this to be of real benefit to the contractor, it must be finalized before the end of next week.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
Walter T. Wright
Dean Swift
Vernon Shull

RECEIVED
[illegible]
[illegible]
[illegible] ENGINEER

RECEIVED
OCT 1960
FOR FILING
I-80N-3(19)94
5787

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 7, 1960

Mr. Norman P. Barnes
Project Supervisor
Foress Company
Box 687
Corvallis, Oregon

Dear Mr. Barnes:

There are enclosed copies of the working drawings for sign layout for signing The Dalles-Big Eddy Section of the Columbia River Highway, Contract No. 5787. The working drawings have been checked and are approved as noted.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By J Al Head
J. Al. Head
Assistant Traffic Engineer

DRA:jv
Attachment
bc: G. S. Paxson
Tom Edwards
Dean Swift
V. Shull

RECEIVED
OCT 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

DICK & DICK
ATTORNEYS-AT-LAW
3rd & Washington
Telephone CYpress 8-2151
THE DALLES, OREGON

WILLIAM S. DICK
ROGER L. DICK
EDGAR M. DICK

October 6, 1960

Cooper
Please expedite

W. C. Williams

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I represent Mr. and Mrs. Edward Seufert of The Dalles, Oregon, who have a sewer line by virtue of a written easement of record in the Wasco County Courthouse running to their motel known as Eddy's Motel east of The Dalles, Oregon, under the present U.S. Highway 30 and the Union Pacific Railroad and the present four-lane highway you are in the process of constructing through Vernie Jarl. Through you, the contractor is working over this easement and is in the process of depositing fill which eventually will be about 20 feet deep. You have made no attempt to acquire this easement or to condemn the right to obtain an easement over this easement for your roadway purposes and I can see where extensive damage will be done to the Seuferts' property interests unless certain steps are taken by you at this stage to prevent it.

Mr. and Mrs. Seufert are reasonable people and would like to deal with you on a friendly basis if this is possible at this time. Otherwise you will leave them no alternative but to take some steps to protect their interests.

I will expect to hear from one of your representatives in the very near future.

Yours truly,

EMDbif

Const proposes 12" CMP conduit for 8" Sew. p.

To Wright for handling & instructions. To be expedited.
gvK.

Moehring informs me that they have contacted [illegible] Seufert and settled as above. gvK

RECEIVED
OCT 11 1960
FOR FILING
I-80N-3(19)84
5927

UNITED S[illegible] GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: October 4, 1960

Attention: Mr. R. L. Porter

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Utility Adjustment, Pacific Power & Light Co.
The Dalles-Big Eddy Section, Columbia River Highway
Project I-80N-3(19)84

Reference is made to your letter of September 23, 1960.

We hereby approve the lump sum agreement evidenced by the exchange of letters between the State and the Utility Company dated July 20, 1960 and September 19, 1960 regarding the subject adjustment.

Authorization to proceed with the work is granted as of September 23, 1960. Approval is subject to the provisions of PPM 30-4.

NOTED
FORREST COOPER

RECEIVED
OCT 6 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Copies to Porter
Edwards

RECEIVED

FOR FILING

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

September 26, 1960

1-80N-3 [illegible]

5787

C. G. Polk, Division Engineer
08-35.7 Salem, Oregon

Oregon Project I-80N-3(15)83
The Dalles-Big Eddy Section
File 30557

Please refer to Walter T. Wright's letter, dated September 22, 1960, concerning property to be acquired from O.W.R. & N. Company. The photo copy of Mr. Draper's letter of September 6, 1960 is silent on whether or not he considered the flowage easement and the right of the U. S. Army Engineers to maintain the dike. Mr. Draper's original appraisal indicated "The property was assumed to be free of encumbrances". Please ask Mr. Draper to clarify his assumptions.

Wright

NOTED
FORREST COOPER

RECEIVED
SEP 23 1960
FOR FILING

1-80N-3(19)84

5787

September 23, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

The Dalles-Big Eddy Section
Columbia River Highway
Wasco County
Project No. I-80N-3(19)84

Dear Sir:

Herewith are the following data covering the power line adjustment of the Pacific Power & light Company on the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for a portion of the adjustment.
2. Two copies of the Company's estimate of cost for the reimbursable portion of the work.
3. Two copies of the sketch prepared by the Company showing the work to be done.

Approval of the agreement on lump sum basis and authorization to proceed with the work as of this date are requested. The lump sum basis for the agreement has been approved by the Utilities' Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
SEP 23 1960
FOR FILING
1-90N-3(14)
5787

September 23, 1960

Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
829 Pittock Block
Portland 5, Oregon

Dear Mr. Brown:

I am attaching a copy of a letter which our Right of Way Engineer has written to Mr. Baker, with a copy to Mr. Callahan. I note that no copy was sent to your office.

This has to do with the highway line across your property in and just east of The Dalles. You will note that the letter from our Right of Way Engineer makes a formal offer for the right of way which we require.

I would like very much to discuss this matter in further detail at our meeting on October 3.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ms
cc: Mr. W. C. Williams

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 21, 1960

Mr. O. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Re: File No. 30557
O.W.R. & N. Company
The Dalles-Big Eddy
Section
Columbia River Highway
Wasco County

Dear Sir:

Mr. D. J. Callahan, Manager of Properties for your Company, advised this office several months ago that negotiation for acquisition of Parcels 1 through 5 of our right of way file No. 30557 should be handled through your office because of certain operational features and connections.

By letter dated July 26, 1960, Mr. G. S. Paxson reported to you that appraisals had been made on these five parcels upon which we desire a conveyance of title in fee. We have been instructed to attempt to close, within the near future, the negotiation on the five parcels involved.

Appraisals have been made of these parcels which involve some 65.03 acres of land. These appraisals have also evaluated about 1,200 feet of track which lie within the area of proposed taking on Parcel No. 5.

On the basis of a review of our appraisal background, we are prepared to recommend to the State Highway Commission the payment to your Company of the sum of $92,625 for a fee conveyance of Parcels 1 through 5. This sum is based upon a conveyance including the afore-mentioned track and all statutory abutter's easements of access between the area taking and your remaining contiguous real property.

We believe that a conveyance in your usual form and under the usual terms and conditions would be satisfactory to our need.

In all likelihood, you have had appraisals prepared in the time since the maps were forwarded to you on June 1. Should the sum which we offer to recommend for payment seem out of line, we would be happy to confer with you or your designated representative at an early date in an effort to reconcile our opinions of value, or to discuss in detail any facet of these appraisals.

May we hope for a reply at your first convenience.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:se

cc Mr. D. J. Callahan
Mr. G. S. Paxson ✓

RECEIVED
SEP 22 1960
OFFICE OF
[illegible] WAY ENGINEER

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
[illegible] 1960
FOR FILING

I-4CN-3(19)84
[illegible]

September 22, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: File No. 30557
O.W.R. & N. Company
The Dalles-Big Eddy
Section
Columbia River Highway
Wasco County
Project I-80N-3(15)83

Dear Sir:

In response to your letter of August 23, 1960, which relates to Parcel 3 of the subject file, we attach photo copies of replies received from our fee appraisers in which their thinking relative to Parcel 3 is amplified.

We are in the process of attempting to press the negotiation on this file to a final conclusion. We have made an offer based upon the review currently on our file.

In the event that this review seems out of line in the light of this further amplification, we ask that we be immediately advised and the specific shortcomings set forth in detail.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg
Attachments

cc Mr. W. C. Williams ✓
Mr. L. I. Lindas

RECEIVED
SEP 2 6 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1960
FOR FILING
[illegible]
5787

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 15, 1960

Mr. Vernie Jarl
P. O. Box 507
Gresham
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5787, awarded August 26, 1960, for grading-paving-structures-signing on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
SEP [illegible] 1960
FOR FILING
I-80N-3(17)71
5787

4

Salem, Oregon
September 14, 1960

BPR authorization to proceed
with acquisition of rights of
way.

Mr. W. T. Wright
Right of Way Engineer
OFFICE

As of June 9, 1960, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

East city limits of The Dalles-Big Eddy Section
of the Columbia River Highway in Wasco County,
Station 2380 to Station 2557, Prefix 633-2503.

R. L. Porter
Office Engineer

JAH:sw

RECEIVED
SEP - 9 1960
FOR FILING

[illegible]

5787

September 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County, Contract No. 5787, in connection with Federal Aid Project No. I-80N-3(19)84.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
Enc.

RECEIVED
SEP - 9 1960
FOR FILING

I 80N 3(19)84

5787

September 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County, Contract No. 5787, in connection with Federal Aid Project No. I-80N-3(19)84.

This work is necessary for the direction and guidance of traffic during construction. It does not include lights, warning signs and barricades required of the contractor for the protection and safety of traffic and workmen.

This was an anticipated item of the project and included in the Special Provisions of the contract as extra work. Funds were included in the project authorization to cover the work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
Enc.

RECEIVED
SEP [illegible] 1960
FOR FILING

1-80N-3(19)84

5287

Salem, Oregon
September 9, 1960

The Dalles-Big Eddy

Mr. Dean Swift

For your records, I am attaching a copy of a permit of entry received from the Union Pacific Railroad Company covering encroachments on its right of way on the section of the interstate highway from the The Dalles Bridge approach easterly. Parcel #1 refers to the encroachment at Fifteenmile Creek. Parcel #3 refers to a small triangular encroachment immediately adjoining the The Dalles Bridge approach and on the easterly side of that approach and the southerly side of our highway.

Upon entering upon Railroad property under this permit of entry, it, of course, will be necessary that the contractor file with the Railroad Company acceptable railroad liability and property damage insurance.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. Tom Edwards
Mr. Vernon Shull

RECEIVED
SEP 7 1960
FOR FILING

COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

1-4C N-[illegible]

5787

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 7, 1960

Mr. Norman P. Barnes
Estimator
Foress Company
Box 687
Corvallis, Oregon

Dear Mr. Barnes:

This is in answer to your letter of August 29, 1960, concerning the signing on The Dalles-Big Eddy Contract No. 5787 on the Columbia River Highway.

In reference to Sign No. 1 on T.E.D. Drawing No. S124, it is permitted to splice the plywood sign, however, the splice shall be horizontal and located at a point approximately 30 inches above the bottom of the sign so that the border strip at this point will hide the splice. It is our understanding that it is possible to obtain the plywood in 12 foot lengths which will make this splicing possible.

In regard to the alphabet which you requested, there is enclosed two copies of the Standard Alphabets for Highway Signs. In order to obtain the 1-1/8 inch legend, it is only necessary to use 3/8ths of the dimensions given for the 3 inch legend. In order to obtain the 1-7/8 inch legend, it will be necessary to use 3/8ths of the dimensions given for the 5 inch legend. The 4-1/2 inch legend can be obtained by totaling the dimensions given for the 4 and 5 inch legends and dividing by two.

In regard to your request concerning the lower case letters used on fingerboards, it will be noted that on Page 82 of the special provisions for the contract it is indicated that the standard rounded capital letter alphabets shall be used on this type of sign.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

RLS:jj
bcs G. S. Paxson
Tom Edwards
Attachment
Dean Swift
Vernon Shull
Vernie Jarl, Contractor

G. S. PAXS

RECEIVED
SEP 8 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP - 7 1960

FOR FILING

1-FFN 3(19)

5787

September 6, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: The Dalles-Big Eddy

Dear Sir:

Under date of August 26, you furnished us with a permit of entry on an easement at Fifteenmile Creek east of The Dalles. In this you called attention to the fact that your company had not as yet received deeds from the U. S. Government for this right of way.

I am attaching hereto a copy of a letter from Mr. Merle E. Lietzke, Chief, Real Estate Division, U. S. Engineers, concurring in the assurance of this permit of entry.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP: ac

cc to: Mr. W. C. Williams

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

37-NPPRM 1 September 1960

NPP 285/17 (The Dalles Dam -
Oregon State Highway Dept.,
The Dalles-Big Eddy Section)

State of Oregon
State Highway Department
State Highway Building
Salem, Oregon

ATTENTION: Mr. G. S. Paxson
Assistant State Highway Engineer

Gentlemen:

Receipt is acknowledged of your letter dated 30 August 1960, your file The Dalles-Big Eddy, with accompanying print of Drawing 8B-18-2 pertaining to an area within the relocated right of way of the Union Pacific Company at The Dalles Dam Project.

The area involved is in process of conveyance from the Government to the railroad company under Relocation Contract No. DA-35-026-eng-20445. Considerable time will elapse before exchange of deeds is accomplished vesting title to the relocated right of way in the Union Pacific Company; however, the railroad company is presently in technical possession of the premises. Accordingly, this office concurs in the issuance of an appropriate instrument by the Union Pacific Company covering your requirements.

Very truly yours,

Merle E. Lietzke
MERLE E. LIETZKE
Chief, Real Estate Division

RECEIVED
SEP 6 - 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP - 1960
FOR FILING
1 WN-3[illegible]
5727

September 6, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: The Dalles-Big Eddy

Dear Sir:

Under date of August 22, you wrote us concerning the possibility of a future spur track which would extend through the approaches to the The Dalles Bridge over the Columbia River.

We have made some preliminary estimates of the cost of a structure carrying the bridge approaches over the proposed future spur, and I am enclosing a print showing a 3-span concrete-slab structure. It is estimated that such a structure would cost approximately $40,000. We have also estimated the cost of a rigid frame tunnel section giving 17 feet of horizontal clearance at $35,000.

We have no information on which to base an estimate for a steel tunnel liner section such as Mr. Bunjer mentioned.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams

MEMO G S Paxson

The attached sketches and estimates are for the U.P. RR industrial spur thru the roadway embankment to the Columbia R. Hwy. [illegible] east of The Dalles.

3 span slab —— 40,000

Rigid frame with min. hor. clearance — 35,000

RECEIVED

[illegible]

STATE HIGHWAY ENGINEER

Columbia-Geneva Steel
Division of
United States Steel

STEEL FOR EVERY PURPOSE FROM A SINGLE SOURCE

The Dalles - Mr. Eddy, Supt

UNION PACIFIC RAILROAD COMPANY

ENGINEERING DEPARTMENT

R. M. BROWN
DISTRICT ENGINEER
NORTHWESTERN DISTRICT

829 PITTOCK BLOCK
PORTLAND 5, OREGON

August 22, 1960

Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson,
Assistant State Highway Engineer.

Dear Sir:

With reference to previous exchanges of correspondence you have had with our Division Superintendent and discussion that Mr. Bunjer and I had with you and Mr. Cooper, last week, on the details of the Interstate Highway construction through the City of The Dalles.

I am attaching hereto a print of our railroad alignment map through this area upon which we have indicated in yellow the proposed layout for the Interstate Highway. The Railroad Company right of way is outlined in red and the portions of this required to accommodate the Interstate Highway construction are outlined in yellow. In accordance with our discussion last week, we have solicited authority from our principals to give you immediate authority to utilize Parcels 1 and 3 of this right of way and anticipate that this authority will be granted to you within the next day or so.

The construction of the Interstate Highway through this area is, of course, going to sever the large area of property presently owned and held by the Railroad Company for future industrial development. The large area of this property north of the proposed Interstate Highway will, of course, be cut off entirely from our present trackage by the highway and we would not be able to develop this area for revenue-producing industries unless some means of access can be provided into the area for the future construction of a spur track when the Interstate Highway is constructed.

Your plans at present indicate that you propose to provide some room between the Frontage Road and the highway for construction of a future spur east of the interchange to and from the Wasco County Toll Bridge. The plans, however, do not indicate that any type of structure is proposed to provide passage of this rail spur under the roadway approach to the Toll Bridge. Some type of structure would of course be necessary at this point to permit the construction of the rail spur to our severed property and, while such a structure could be provided at reasonable cost at the same time the highway interchange is being constructed, the cost of installing such a structure at a later date after the highway construction is completed would be almost prohibitive.

Mr. Bunjer and I discussed the various types of structures that could be provided for such an industrial spur with you and Mr. Cooper, last week, and we appeared to be in agreement that either a tunnel section or prestressed concrete rigid frame structure could be constructed with the minimum clearances permitted by law, at a very reasonable cost. By providing such a structure at the time the Interstate Highway is constructed would, of course, make it possible for us to serve the remainder of our property with trackage and develop the area with revenue-producing industries, which has been our only purpose for retaining this large area of land through the years. By providing such a structure, the cost of the Interstate Highway right of way through this area would undoubtedly be reduced tremendously, as I am sure there would then be little if any claim made for payment by the Railroad Company for severance damages.

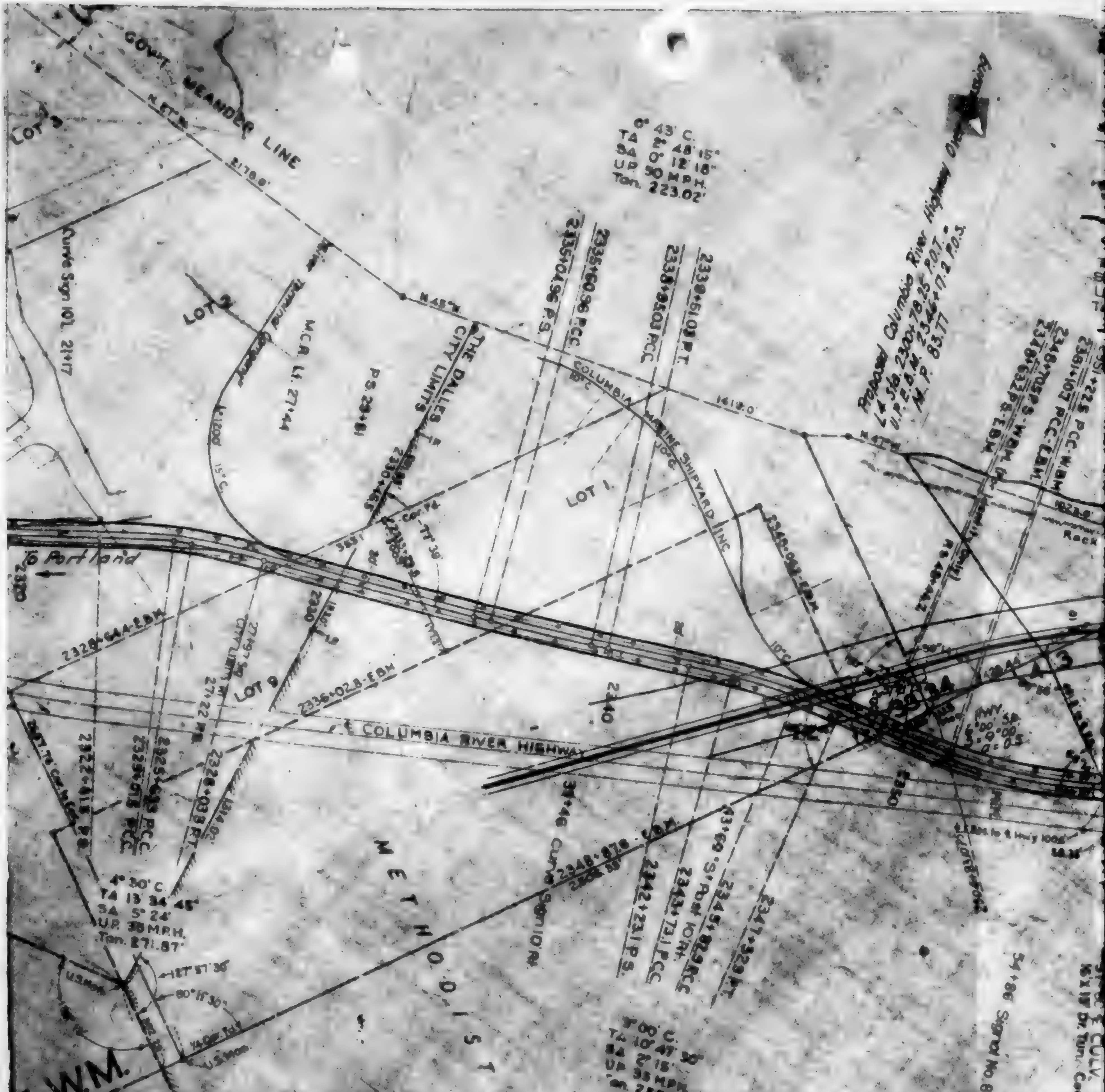
In order to pursue this matter further, it would be appreciated if you would prepare and furnish rough sketches and estimates on the most economical type of structures that you would consider appropriate to serve as an underpass for this industrial spur. I am confident that some arrangements can be made to have this structure provided at the time the highway is constructed to satisfy our requirements to the extent of furnishing a means of rail access into our industrial property and at a cost that will be less than would otherwise be considered as a reasonable payment to the Railroad Company for right of way and severance damages.

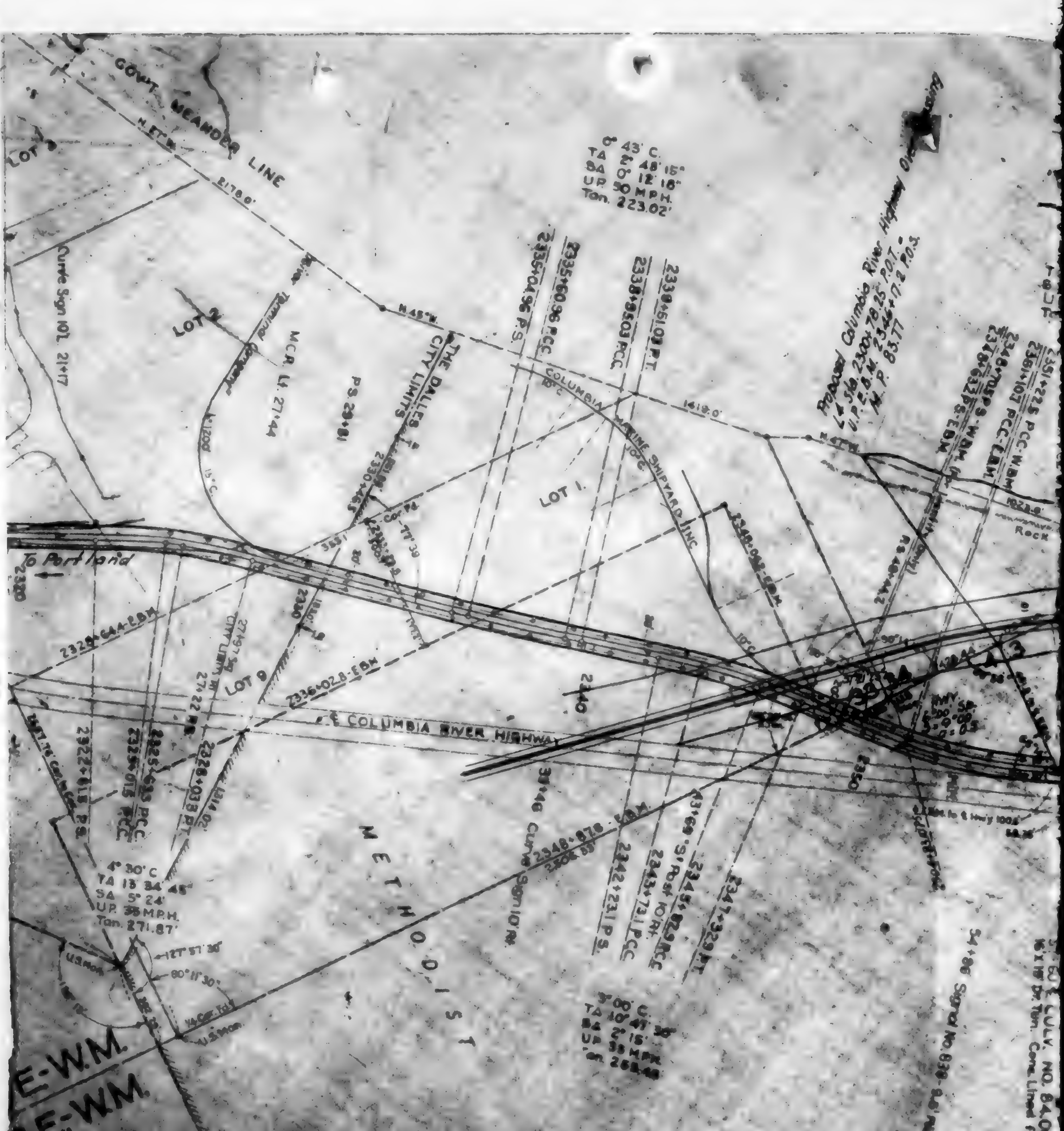
Yours very truly,

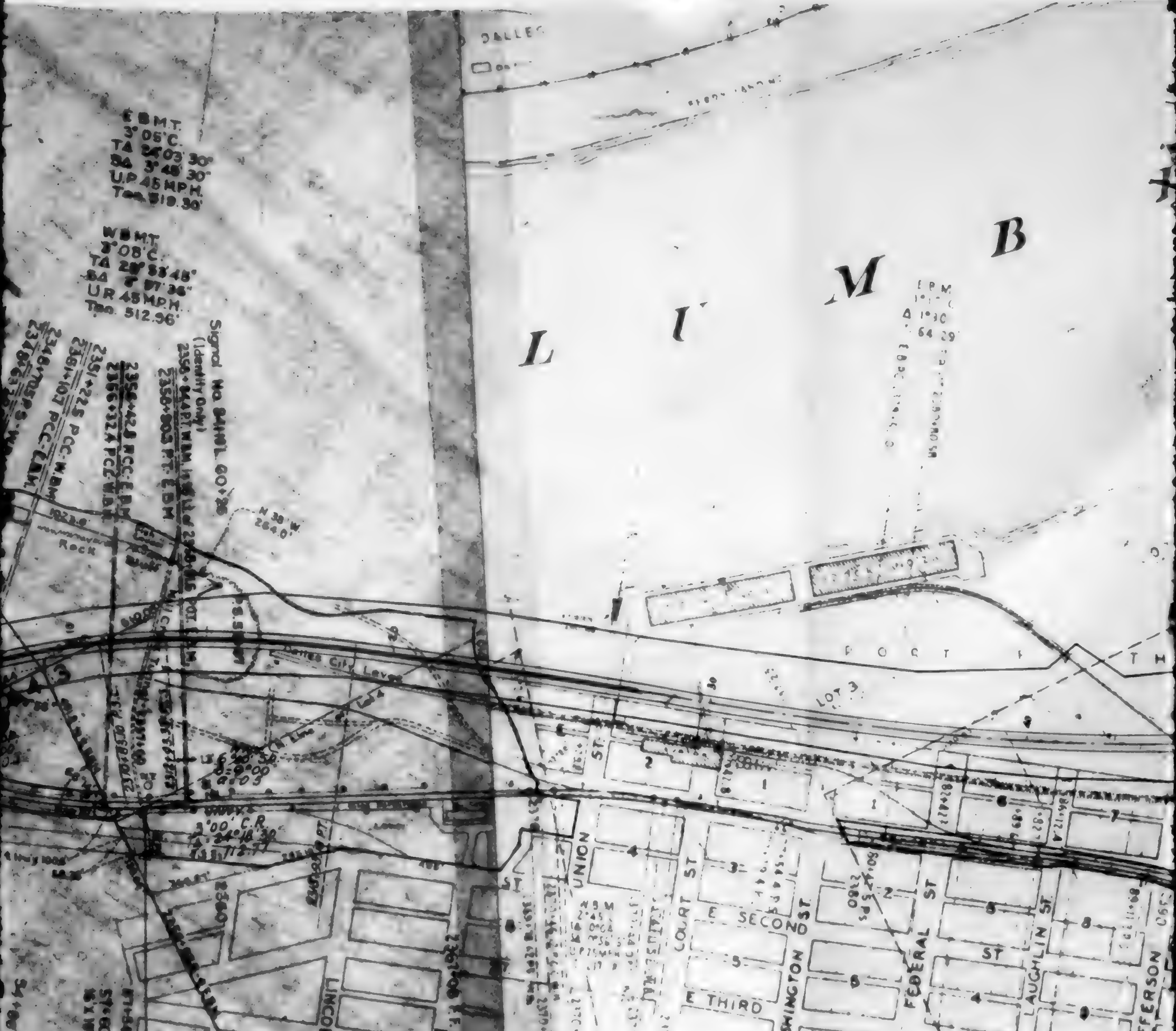
R. M. Brown

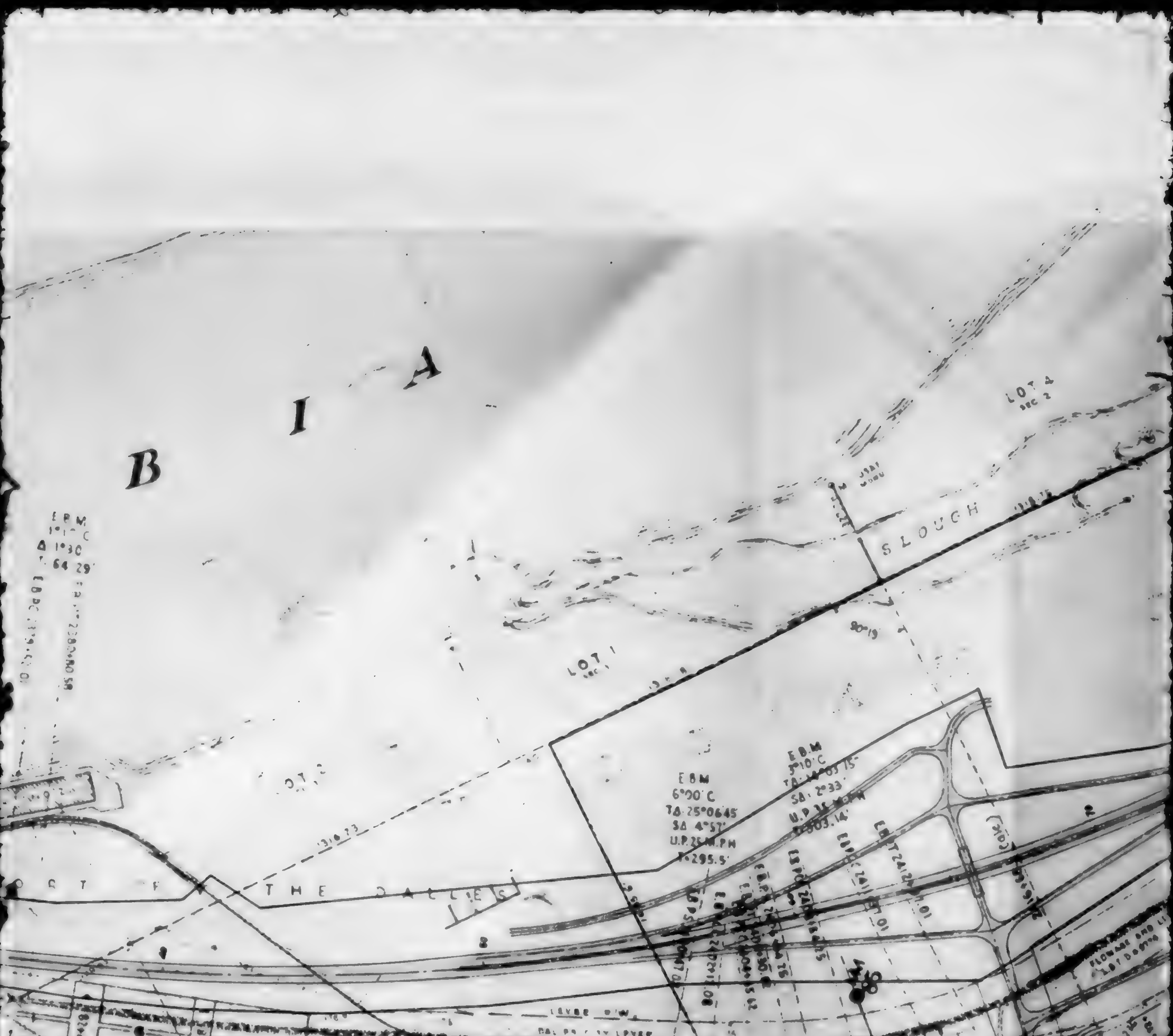
encl.

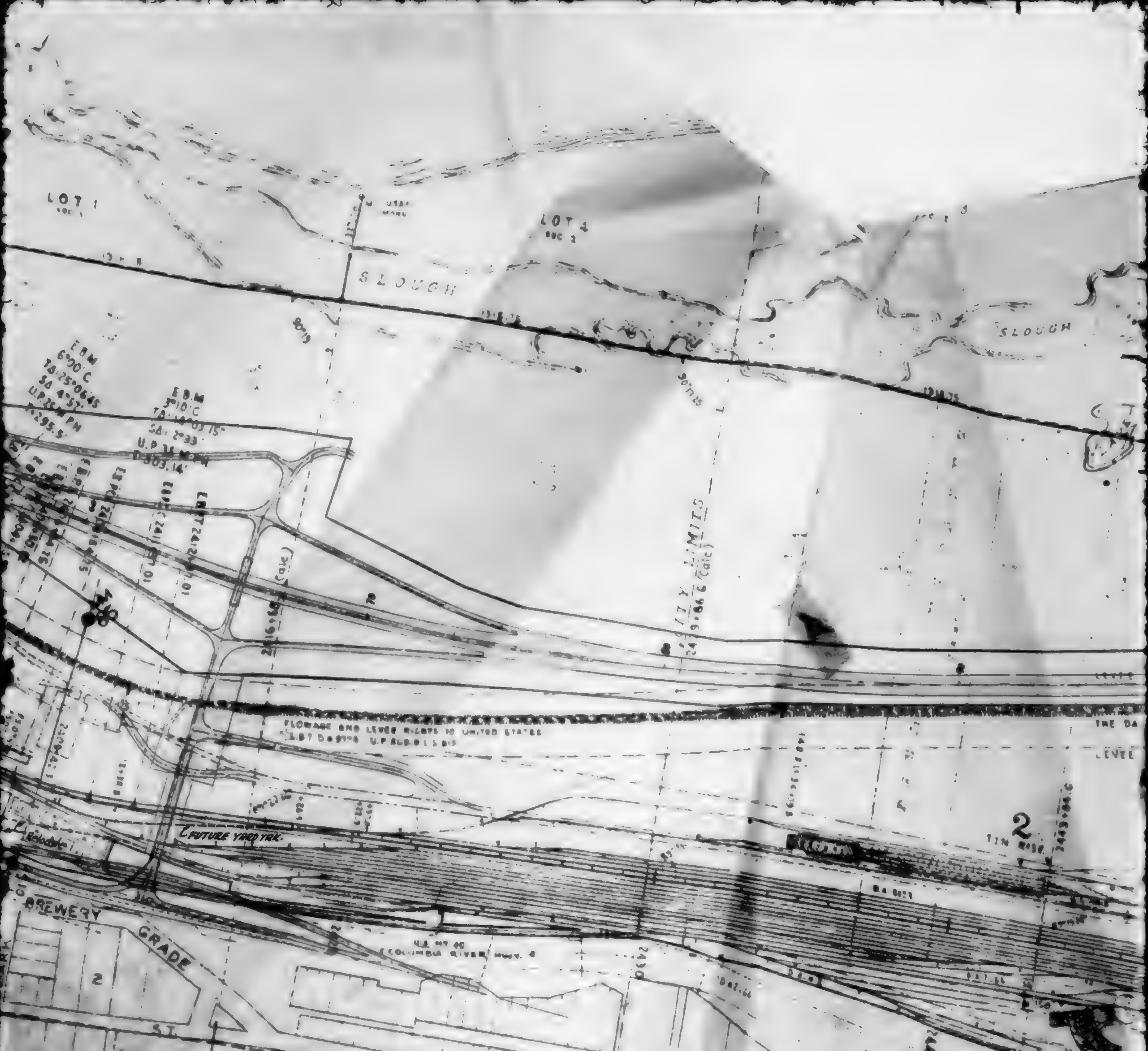
RECEIVED
AUG 25 1960
OREGON
STATE HIGHWAY COMMISSION

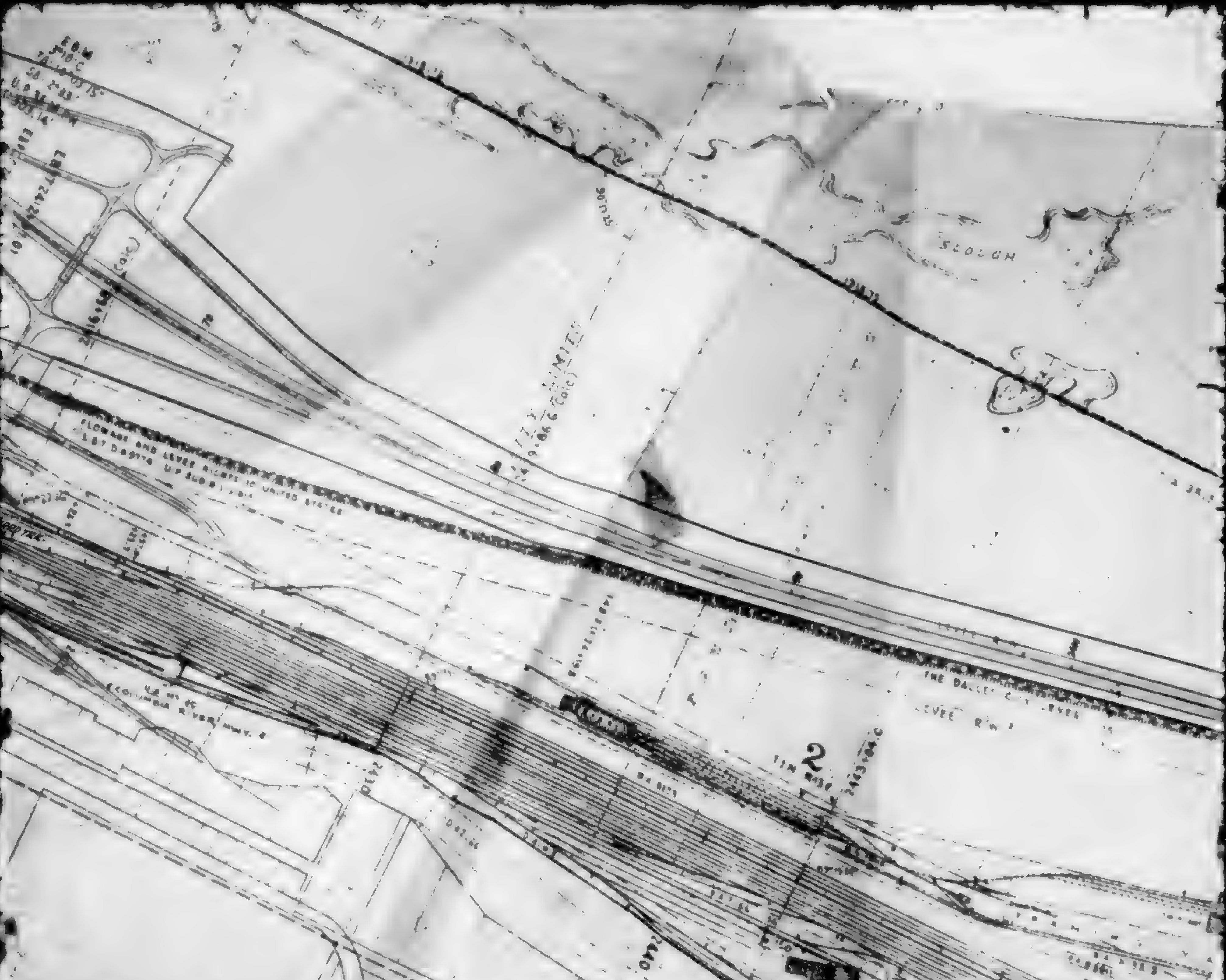

GOV'T. MEANDER LINE
LOT 3
LOT 2
LOT 1.
LOT 9
6° 43' C.
TA 0° 48' 15"
SA 0° 12' 18"
U.P. 50 M.P.H.
Tan. 223.02'
2335+04.96 P.S.
2335+60.96 P.C.C.
2338+95.03 P.C.C.
2339+51.03 P.T.
Proposed Columbia River Highway Over Crossing
L.4 Sta. 2300+78.25 P.O.T. =
U.P.E.&M. 2346+17.2 P.O.S.
M.P. 83.77
Curve Sign 10 L. 21+17
M.C.R. L.4. 27+44
P.S. 23+81
THE DALLES CITY LIMITS
COLUMBIA MARINE SHIPYARD INC.
To Portland
2328+64.4 E.B.M.
2336+02.8 E.B.M.
2340
2330
CITY LIMITS
℄ COLUMBIA RIVER HIGHWAY
2325+53.9 P.C.C.
2328+03.3 P.T.
27+22 P.R.
2322+61.5 P.S.
31+46 Curve Sign 10 R.
2348+87.8 E.B.M.
2342+23.1 P.S.
2343+73.1 P.C.C.
43+60 Sig. Post 10 R.H.
2345+83.9 P.C.C.
2347+32.9 P.T.
2348+71.1 P.S. E.B.M.
2348+05 P.S. W.B.M.
2351+10.7 P.C.C. W.B.M.
2351+22.5 P.C.C.
Rock
4° 30' C.
TA 13° 34' 45"
SA 5° 24'
U.P. 35 M.P.H.
Tan. 271.87'
3° 00' C.
TA 10° 47' 30"
SA 2° 15'
U.P. 35 M.P.H.
Tan. 288.60'
U.S. Mon.
12° 57' 30"
80° 11' 30"
E-W.M.
E-W.M.
METHODIST MISS
54+86 Signal No. 838-8.81 R.H.
STD. ℄ CULV. NO. 84.00
18 X 18' Dr. Tun. Conc. Lined for 83'

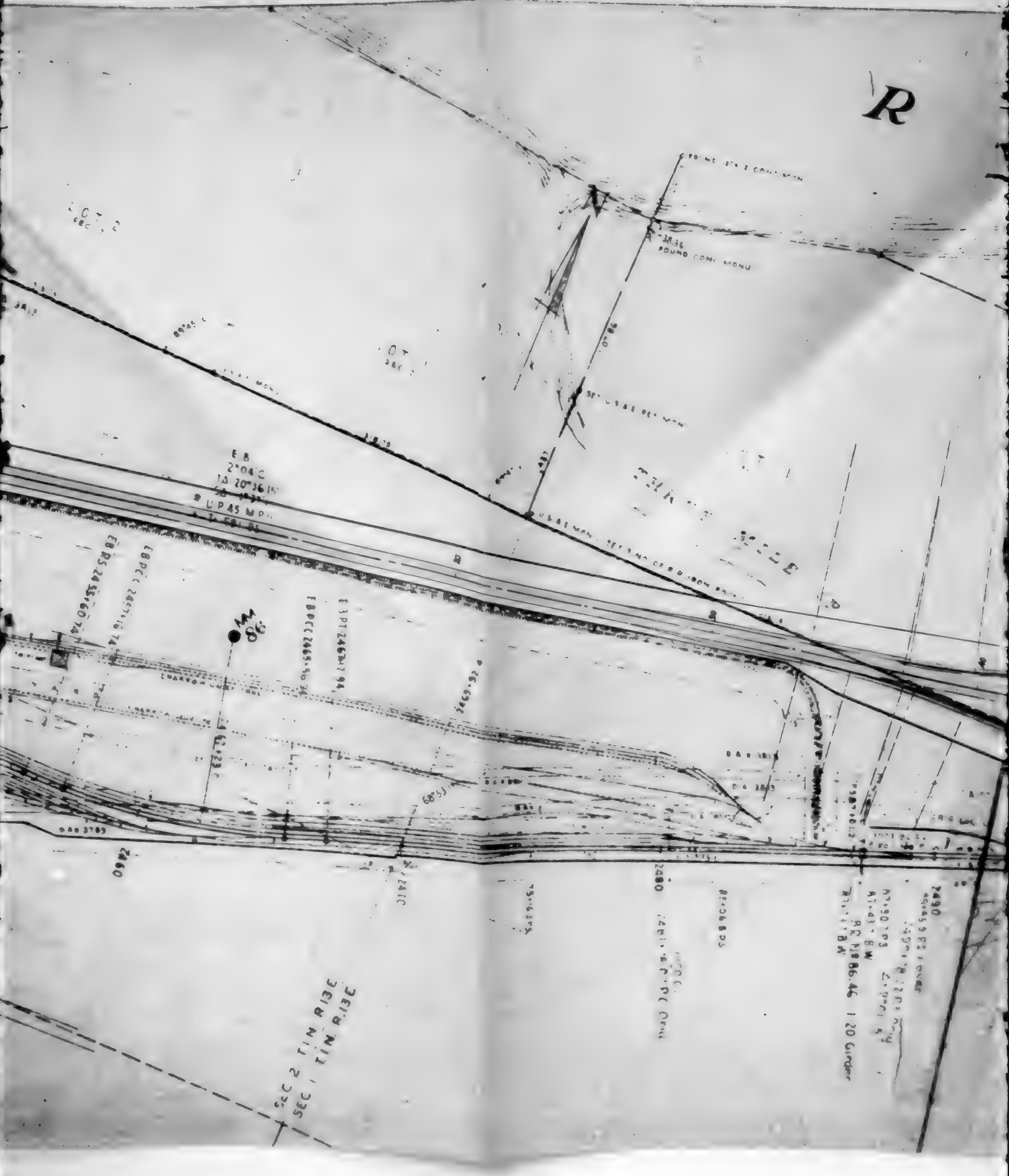

GOV'T. MEANDER LINE
LOT 3
LOT 2
LOT 1
LOT 9
0° 43' C.
TA 2° 48' 15"
SA 0° 12' 18"
U.P. 50 M.P.H.
Tan. 223.02'
2335+04.96 P.S.
2335+60.96 P.C.C.
2338+95.03 P.C.C.
2339+51.09 P.T.
THE DALLES CITY LIMITS
MCR. Lt. 27+44
P.S. 29+81
Curve Sign 10 L 21+17
COLUMBIA MARINE SHIPYARD INC.
Proposed Columbia River Highway Overcrossing
£ Sta. 2300+78.25 P.O.T.
U.P. E.B.M. 2344+17.8 P.O.S.
M.P. 83.71
2347+70 P.S. W.B.M.
2348+10 P.C.C. W.B.M.
2351+22 P.C.C. W.B.M.
2347+63 P.S. E.B.M.
To Portland
2329+64.4 E.B.M.
2336+02.8 E.B.M.
2348+04.8 E.B.M.
COLUMBIA RIVER HIGHWAY
2322+61.8 P.S.
2325+61.5 P.C.C.
2328+03.8 P.T.
City Limits 27+22
2340
2343+73.1 P.C.C.
2342+23.1 P.S.
2345+82.9 P.C.C.
2347+32.9 P.T.
2348+87.8 E.B.M.
39+46 Curve Sign 10 L
METHODIST MISS
4° 30' C
TA 13° 34' 48"
SA 5° 24'
U.P. 35 M.P.H.
Tan. 271.87
3° 00' C.
TA 10° 41' 30"
SA 2° 15'
U.P. 35 M.P.H.
Tan. 258.48
U.S. Mon.
127° 57' 30"
80° 11' 30"
E-W.M.
3E-W.M.
54+06 Signal No. 838
CULV. NO. 84.00
Rock
N 45° W
2178.0'
1419.0'
1028.0'

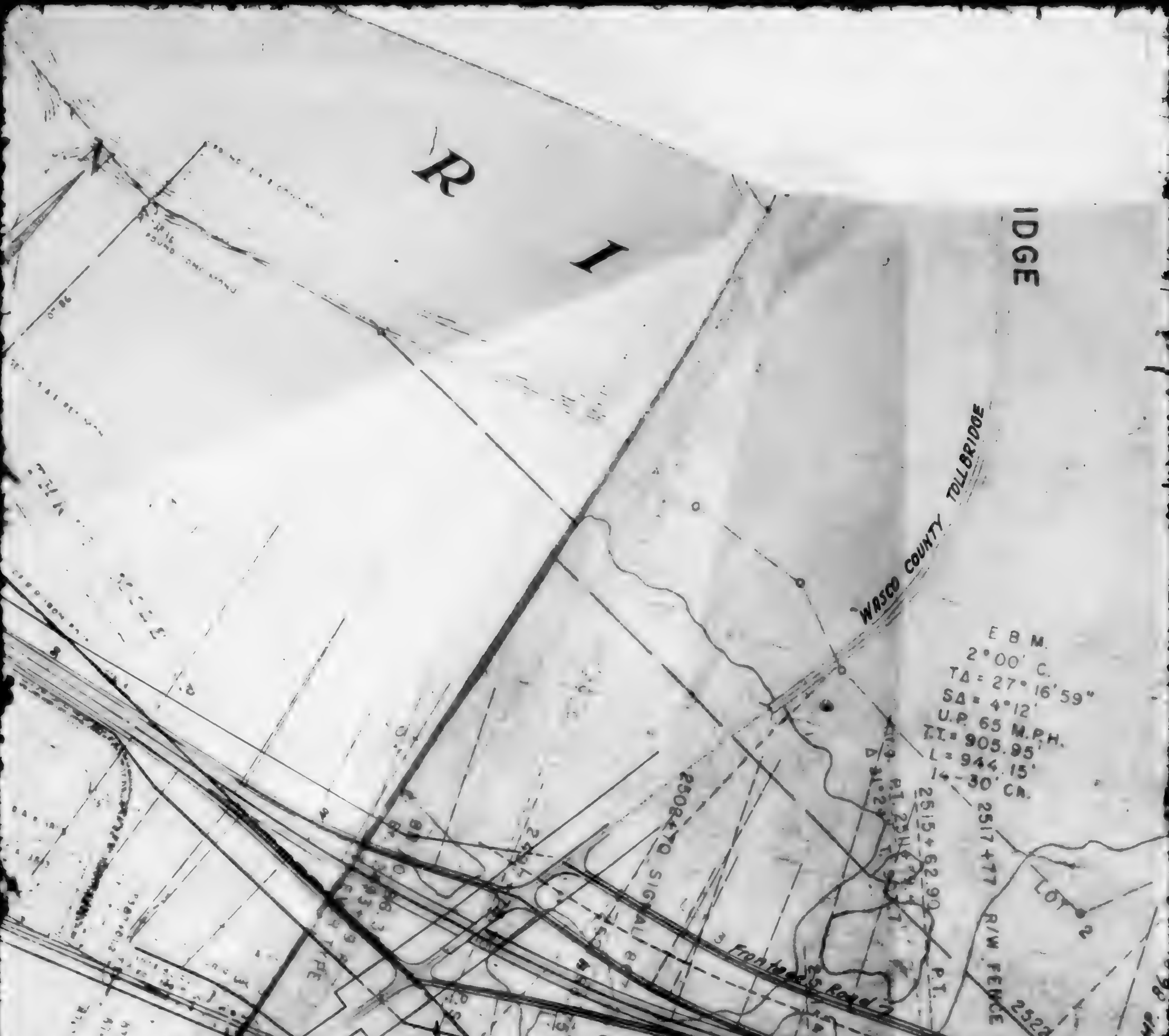

DALLES
L I M B
E.B.M.T.
3°05' C.
TA 24°03' 30"
SΔ 3°48' 30"
U.P. 45 M.P.H.
Tan. 319.30'
W.B.M.T.
3°08' C.
TA 28°33' 45"
SΔ 6°57' 36"
U.R. 45 M.P.H.
Tan. 512.96'
Signal No. 8411 L 60+36
(Identity Only)
2356+14 A P.T. W.B.M.
2350+80.5 P.T. E.B.M.
2356+42.8 P.C.C. E.B.M.
2356+32.4 P.C.C. W.B.M.
2351+22.5 P.C.C. W.B.M.
2348+10.7 P.C.C. E.B.M.
N 38° W
264.0'
Rock
Dalles City Levee
3°00' C.R.
LOT 3
PORT
TH
E.B.M.
Δ 1°30'
64.29'
UNION ST
COURT ST
E SECOND ST
E THIRD
WASHINGTON ST
FEDERAL ST
LAUGHLIN ST
JEFFERSON
LINCOLN ST
LIBERTY ST
2391+08 F. DEPOT
2397+75
57+80 ₵ CULV. NO. 8400
W.B.M.
2°45' C
TA 0°04'
U.P. 75 M.P.H.
E.B.M.
2°14' C
TA 9°56' 30"
SΔ 0°49' 30"
U.P. 25 M.P.H.
T. 223.19
E.B.M.
1°10' C
Δ 1°29' 30"
T. 65.93'
E.B.M.
1°5' C
TA 4°28'
SΔ 0°45'
U.P. 50 M.P.H.
238.76'
84

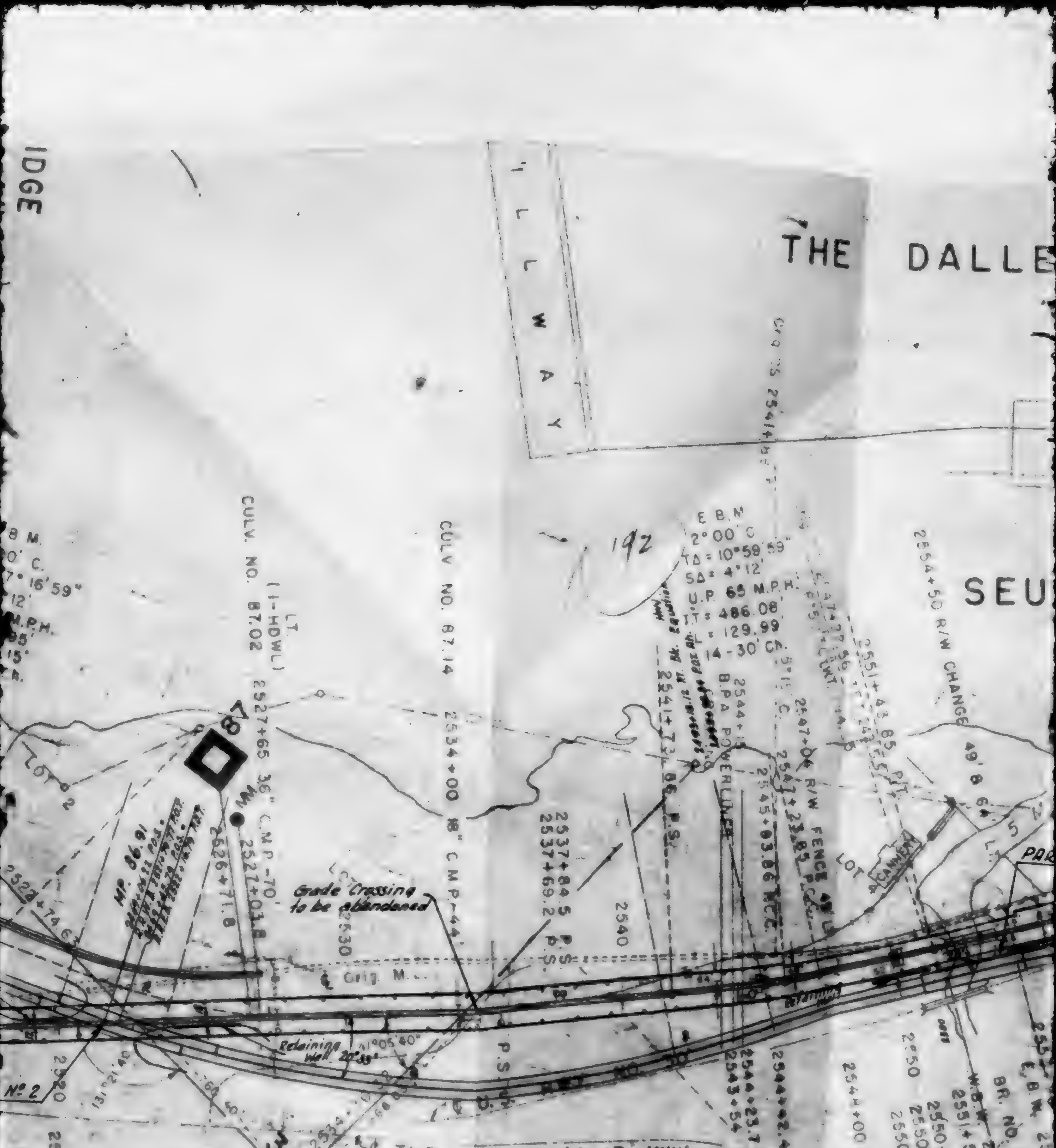

B I A
SLOUGH
LOT 4 SEC 2
LOT 1 SEC 1
LOT 2
PORT OF THE DALLES
E.B.M. 6°00' C TΔ 25°06'45 SΔ 4°57' U.P. 25 M.P.H T 295.5'
E.B.M. 3°10' C TΔ 14°03'15" SΔ 2°33' U.P. 35 M.P.H T 303.14'
E.B.M. 1°10' C Δ 1°30' 64.29'
E.B.M. 1°10' C Δ 1°29'30" T 63.93'
E.B.M. 1°5' C TΔ 4°28' SΔ 0°45' U.P. 50 M.P.H 238.76'
LEVEE
FUTURE YARD TRK.
FLOWAGE AND LOT
FEDERAL ST
LAUGHLIN ST
JEFFERSON
MADISON ST
MONROE
TAYLOR
HARRIS ST
CLARK
BREWERY GRADE
E. 8TH ST.
E. 9TH
ST
1
2
3
4
6
7
8
14
15
16
17
18
19
21
22
23
B
T1N R13E
THE DALLES


LOT 1
LOT 4
SEC 2
SLOUGH
SLOUGH
E.B.M.
E.B.M.
CITY LIMITS
(calc)
FLOWAGE AND LEVEE RIGHTS TO UNITED STATES
LEVEE
THE DA
℄ FUTURE YARD TRK.
2
BREWERY
GRADE
ST.
U.S. NO 30
COLUMBIA RIVER HWY
E 9TH
ST.
E 10 TH
ST.
ROBERTS
ST
E 12 TH.
ST.
WILLOW ROAD
2
2
2
2
ST.

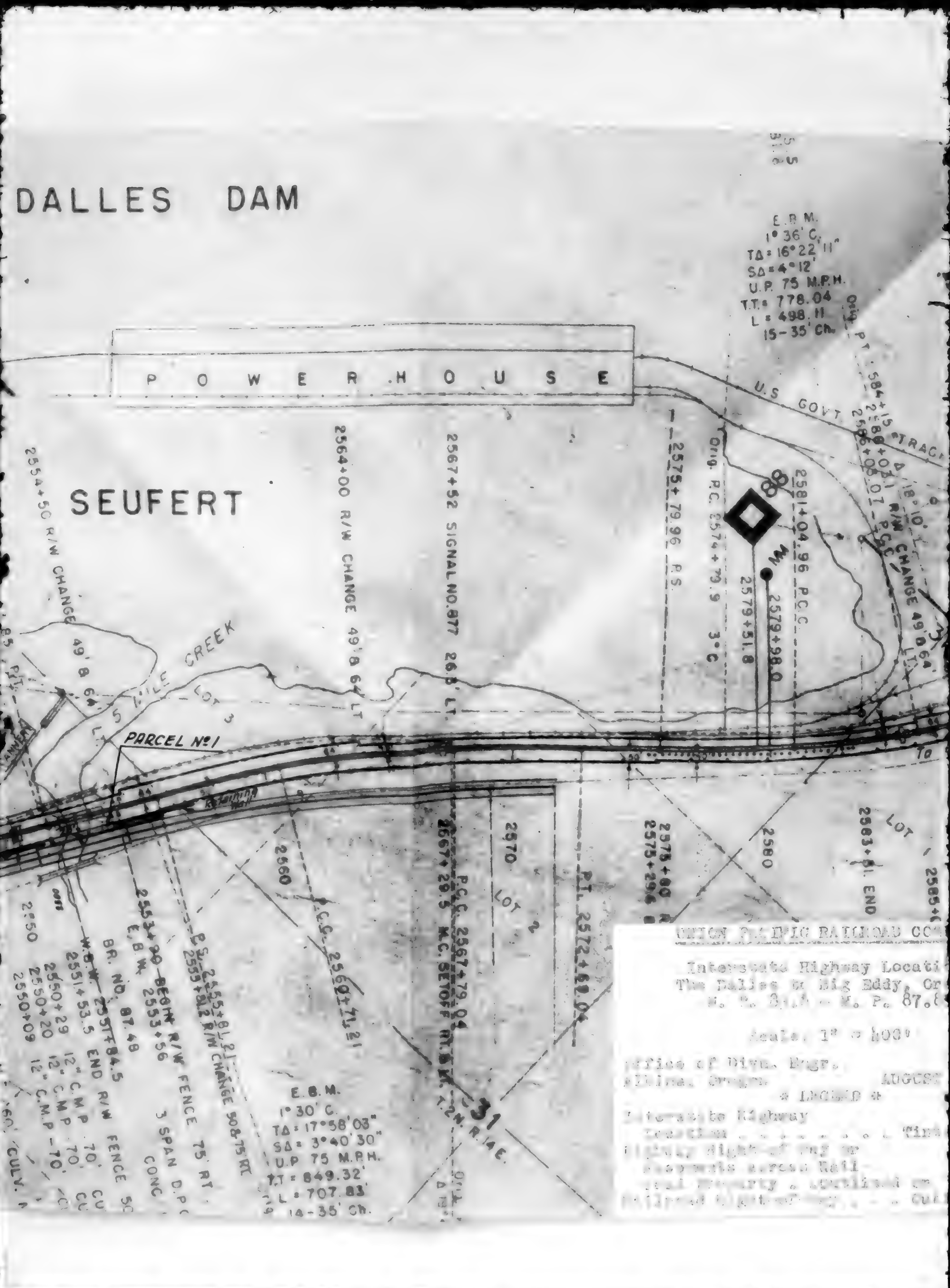

E.B.M.
SLOUGH
CITY LIMITS
FLOWAGE AND LEVEE RIGHTS TO UNITED STATES
THE DALLES CITY LEVEE
LEVEE R/W
2
COLUMBIA RIVER HWY.
E 9TH
E 10 TH
ST
ST.
E 12 TH.
ST.
E 14 TH
ROBERTS ST
THOMPSON ST
3 MILE ROAD


R
N
E.B.
2°04'C
TA 20°36'
U P 45 MP
86
SEC 2 T.1N R.13E
SEC 1 T.1N R.13E
2480
2490
1 20 Girder


R
I
IDGE
WASCO COUNTY TOLLBRIDGE
E B M.
2° 00' C.
TΔ = 27° 16' 59"
SΔ = 4° 12'
U.P. 65 M.P.H.
T.T. = 905.95'
L = 944.15'
14-30' CR.
2508+70 SIGNAL
2515+62.90
2517+77
R/W FENCE
LOT 2
3 Frontage Road
2523+74.6
MP 86
Retaining Wall
P.T.
P.S.C.
2510
PARCEL Nº 3
PARCEL Nº 2
HWY. O.H. BRIDGE
24' VERT. CLEAR
2500
2503+54
2504+95.6 R/W FENCE
2507+20 R/W FENCE
2507+14.6 W. POST 113
2508+80 24" C.M.P.
2515+06.9 RAIL REST
2519+88 M.C. SETOFF
2520
LOT
M.C. SET
D.L.C.
2490
D.L.C.



IDGE
THE DALLE
SEU
L L W A Y
192
E.B.M.
2°00' C
TΔ = 10°58'59"
SΔ = 4°12'
U.P. 65 M.P.H.
TT = 486.08
L = 129.99
14-30' CA.
CULV. NO. 87.02 2527+65 36" C.M.P.-70'
LT.
(1-HDWL)
CULV. NO. 87.14 2534+00 18" C.M.P.-44'
87
MP. 86.91
2526+71.8
2527+03.8
LOT 2
Grade Crossing to be abandoned
2537+84.5 P.S.
2537+69.2 P.S.
2541+73.86 P.S.
B.P.A. POWERLINE
2545+03.86 M.C.
2547+04 R/W FENCE
2551+43.85 P.T.
2554+50 R/W CHANGE 49' & 64'
LOT 5
CANNERY
PAR
2530
2540
Orig. M.
Retaining Wall 20°33'
P.S.
Nº 2
2520
2522+74.6
THE DALLES CALIF HWY.
36
31
1
6
2519+88 M.C SETOFF
Covington Point Rd
2535+63.76
2534+59.2 ℄ ROAD
2534+51.7 ℄ ROAD
2533+67 END R/W
2544+23.7 SIGNAL NO. 874.11
2543+54 18" C.M.P.-50' CULV.
2544+62.4 M.C SETOFF RT. & LT.
2544+00 18" C.M.P.-60' CULV.
2550+29 12" C.M.P.-70'
2550+20 12" C.M.P.-70'
2550+09 12" C.M.P.-70'
2551+53.5 END R/W FENCE
BR. NO. 87.48
E.B.M.
W.B.M. 2557+84.5
2°50


DALLES DAM
POWERHOUSE
SEUFERT
5 MILE CREEK
LOT 3
LOT 2
LOT 1
PARCEL No 1
U.S. GOVT. TRACK
Retaining Wall
E.B.M.
1° 36' C.
TΔ = 16° 22' 11"
SΔ = 4° 12'
U.P. 75 M.P.H.
T.T. = 778.04
L = 498.11
15-35' Ch.
Orig. P.T. 2584+15
2580+07
Δ 18° 10' LT.
2586+08.07 P.C.C.
R/W CHANGE 49'8 64' LT.
2554+50 R/W CHANGE 49'8 64' LT.
2564+00 R/W CHANGE 49'8 64' LT.
2567+52 SIGNAL No. 877 26.5' LT.
2575+79.96 P.S.
Orig. P.C. 2574+79.9 3° C.
2579+51.8
2579+98.0
2581+04.96 P.C.C.
88
2550
2560
2570
2580
2585+
2583+61 END
2575+80
2575+296
P.T. 2572+68.04
P.C.C. 2567+79.04
2567+29.5 M.C. SETOFF RT.
C.C. 2562+71.21
P.S. 2555+81.21
2555+81.2 R/W CHANGE 50'8 75' RT.
2553+90 BEGIN R/W FENCE 75' RT.
2553+56 3 SPAN D.P.C. CONC.
E.B.M.
BR. NO. 87.48
W.B.M. 2551+84.5
2551+53.5 END R/W FENCE 50'
2550+29 12" C.M.P. 70' CULV.
2550+20 12" C.M.P. 70' CULV.
2550+09 12" C.M.P.-70' CULV.
E.B.M.
1° 30' C.
TΔ = 17° 58' 03"
SΔ = 3° 40' 30"
U.P. 75 M.P.H.
T.T. = 849.32
L = 707.83
14-35' Ch.
31
T.2N. R.14E.

UNION PACIFIC RAILROAD CO

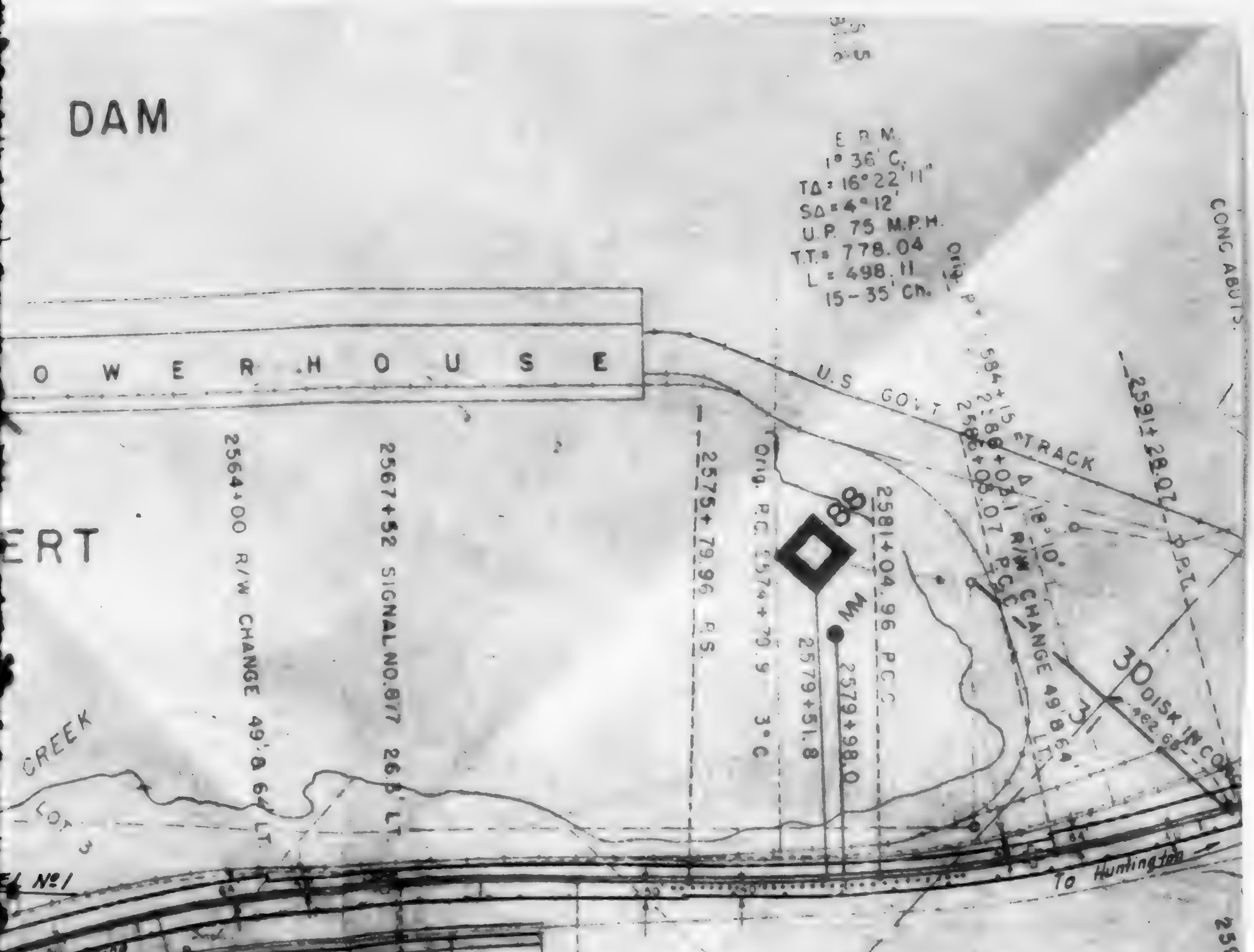
Interstate Highway Locati
The Dalles & Big Eddy, Or
M. P. [illegible] - M. P. 87.8

Scale, 1" = 400'

Office of Divn. Engr.
Albina, Oregon. AUGUST

* LEGEND *

Interstate Highway
Location . . . . Tint
Highway Right-of-Way or
Easements across Rail-
road Property . Outlined on
Railroad Right-of-Way . . . Outl


DAM
POWERHOUSE
ERT
CREEK
LOT 3
LOT 2
LOT 1
TUNNEL No1
To Huntington
U.S. GOVT. TRACK
CONC ABUTS.
E.B.M.
1° 36' C.
TΔ = 16°22' 11"
SΔ = 4°12'
U.P. 75 M.P.H.
T.T. = 778.04
L = 498.11
15-35' Ch.
2564+00 R/W CHANGE 49'& 64' LT.
2567+52 SIGNAL NO. 877 26.5' LT.
2575+79.96 P.S.
Orig. P.C. 2574+79.9 3° C
2579+51.8
2579+98.0
2581+04.96 P.C.C.
2586+00.07 R/W CHANGE 49'& 64' LT.
2591+28.07 P.T.
30
31
DISK IN CONC.
2560
2570
2580
2590
P.C.C. 2567+79.04
2567+29.5 M.C. SETOFF RT. 15 M.
P.T. 2572+69.04
2575+80
2575+29.6
2583+61 END
2585+0
C.S. 2560+71.21
P.S. 2555+81.21
2555+81.2 R/W CHANGE 50'& 75' RT.
R/W FENCE 75' RT.
T.2N. R.14E.
E.B.M.
1° 30' C.
TΔ = 17°58'03"
SΔ = 3°40'30"
U.P. 75 M.P.H.
T.T. = 849.32
L = 707.83
14-35' Ch.

UNION PACIFIC RAILROAD COMPANY

Interstate Highway Location
The Dalles to Big Eddy, Oregon
M. P. 87.4 - M. P. 87.85

Scale: 1" = 400'

Office of Divn. Engr.,
Albina, Oregon. August 16, 1962

* LEGEND *

Interstate Highway
Location . . . . Tinted Yellow
Highway Right-of-Way or
Easements across Rail
Road Property . Outlined in Orange
Railroad Right-of-Way . . . Outlined Red

RECEIVED
OCT 1960
FOR FILING

County for settlement - further report needed

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1960

SUBJECT: U.S.E.D. Water Line
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Pursuant to your request of August 31 regarding the cost of protection and replacement of the water supply facilities, Station 2499 on the subject named project, we have determined as follows:

Furnish and Place 104' 18" C.M.P. Conduit at $4.00	$ 416
Trench Excavation, 50 C.Y. at $3.00	150
Replace 190' twin lines with 190' Single line at $12	2,280
Trench Excavation (outside conduit ends) 40 C.Y. at $3	120
	$2,966
+ 8½% Engineering	252
TOTAL COST	$3,218

The above estimate include the placing of a 48-inch C.M.P. conduit 104 feet long under the freeway and replacing the existing twin lines 4-inch and 6-inch with a single 12-inch line including making of new connections to the existing cisterns.

This property, as you are no doubt aware, upon which the facility lies is owned by the Corps of Engineers and the Water System is also owned by them and was originally constructed by Seufert. The Wasco County Court has a 50 year lease on the facility with an option to buy.

In discussions with Mr. Walt Wright, Right of Way Engineer, he indicated that in his contacts with the U.S.E.D. they indicated a willingness to go along with whatever the County Court desires. A copy of Mr. Wright't letter to the Army Engineers is attached.

It is my understanding that the County is willing to have these facilities destroyed if provision for a pum in the river on the northerly side of the highway and railroad is made to supply the park area which also lies north of the highway and railroad. I further understand that the County has indicated a willingness to make such an installation if they are reimbursed for the approximate cost thereof which is estimated to be about $3,000.

NOTED
FORREST COOPER

BC
10/28

In view of the above, it appears that it is more economical to pay the County the sum of $3,000 than to do the necessary work on the facility for its protection and relocation. It is therefore recommended that this be done and that the matter be referred to the Right of Way Department to carry out.

Mr. Wright has indicated that we should have a letter of request from the County Court which can then be presented to the Army Engineers to secure their concurrence. It should be pointed out that there will be other advantages to this plan rather than the straight monetary as it will eliminate a utility crossing of the Interstate Freeway.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc Walter T. Wright

FORM E-190

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH H. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 23, 1960

CONSTRUCTION DIVISION
RECEIVED
AUG 24 1960
NOTED-- ☐ ☑ ☐ ☐ ☐
CE ACE ACE COE

U. S. Army Engineer District, Portland
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Attention Mr. Merle E. Lietzke
Chief, Real Estate Division

Re: Our File No. 30709
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County
Your File No. RPP 285/17

COPY

Gentlemen:

This will refer to your letter of August 17, 1960, which conveyed to us a draft of a proposed Easement covering lands required for construction of The Dalles-Big Eddy Section of Interstate Route 80N.

In order to get a right of immediate entry, we will accept, without deviation, the draft of the Easement proposed.

Plans and specifications of our proposed construction have been forwarded to your office through Mr. Clifford Malstrom.

The following general statements of intent will amplify the data contained therein:

The borrow area will be excavated to a bottom elevation approximately the same level as the existing highway which will serve as frontage road. The bottom will be shaped to insure surface drainage excavation. Slopes will be 1½ to 1.

Existing well and reservoir will not be disturbed or damaged in the operation, and water lines will be adjusted at the expense of the State as required to allow removal of borrow material.

Klostad

Inform field

existing cisterns which are in use will be preserved without disturbance. Any proposed removal or modification of the cistern arrangement which might arise during construction would be undertaken only with concurrence of your office and the Wasco County Court.

No work will be undertaken which will disturb the service prior to approval of the Wasco County Court, which has been kept generally informed of the proposed plan and, to our best knowledge, is in cooperative agreement with the plan. Service outages will be kept to an absolute minimum and restricted to the periods required to disconnect old service and reconnect new service.

Our plan will clearly indicate the proposed access to the Seufert Cannery area. Should any supplemental information on access be required, it will be supplied upon receipt of notification to that effect.

We hope that the foregoing information, supplemental to our plans and specifications, will permit authorization of immediate right to enter.

One additional problem in conjunction with the borrow area relates to two U. S. Engineers signs which direct visitors to the Dam and to the viewpoint. These signs are located on the area which we propose to acquire for borrow, and we shall appreciate advice from you as to what disposition should be made of the signs.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:mg

cc Mr. Tom Edwards ✓
Mr. Dean Swift
Mr. Vernon Shull

RECEIVED
SEP - 2 1960
FOR FILING
1 TN 3 Copy

5787

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1960

SUBJECT: Army Engineer
Property Ownerships

To: Mr. Tom Edwards
Construction Engineer

Office

In grudgingly giving us a permit of entry to the lands owned by the Army Engineers which were required for The Dalles-Big Eddy Project, the Real Estate Branch of the Portland District made it very clear that no other permits of entry would be given on short notice.

The Chief of the Corps has informed the Portland District that his office is being flooded with piecemeal requests for highway entry upon Army Engineer ownerships. He has ruled that he will not pass upon or grant authority for entry upon their ownerships in the future unless he is previously provided with a plan of the proposed highway development as it will affect the entire pool in question.

The District Office has interpreted this with some leniency, but it appears that they will not act upon isolated applications in the future. I believe that we will be required to cover in one application all lands in a single reach of pool from point of entry to point of exit, whatever that distance may be. They will, likewise, require at least a preliminary plan to cover the ownership upon which we desire possession or an easement, setting forth sufficient detail to enable them to determine the effect of the project upon their remaining properties.

Inasmuch as we must have authority to enter by the time of bid advertising, I believe that we should assume that we must have descriptions and a preliminary plan through Army Engineer ownerships at least four months in advance of a scheduled bid opening.

WCW

As relates to The Dalles Pool, I believe that we should make immediate application for the lands required on the Celilo-Rufus Section.

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

cc Mr. Forrest Cooper ✓

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 31 1960
FOR FILING

[illegible] (14) [illegible]

5767

August 30, 1960

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: The Dalles-Big Eddy

Attention: Mr. Merle E. Lietske

Dear Sir:

Our construction from the approach to the Columbia River Interstate Bridge at The Dalles easterly requires an easement from the Union Pacific Railroad Company on a small area at Fifteenmile Creek. They have granted this easement but call our attention to the fact that title to the property still rests with the U. S. Government and suggest that since the title has not yet passed to the Railroad, concurrence by your office be had in the permit of entry. I am attaching hereto a print of our Drawing 8B-18-2 which shows the area in question.

A letter signifying your concurrence would be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams
Mr. Walter T. Wright

RECEIVED
AUG 31 1960
FOR FILING

[illegible]

5789

August 30, 1960

Mr. D. F. Wengert
General Manager
Union Pacific Railroad Company
828 Pittock Block
Portland 5, Oregon

Re: The Dalles-Big Eddy

Dear Sir:

I am returning herewith duplicate copy of your letter of August 26 granting us permit of entry on Parcels 1 and 3 as detailed in Mr. Brown's letter of August 22. This has been endorsed by the State Highway Engineer signifying his acceptance of the terms.

I have discussed the consent of the U. S. Government for this permit of entry and have been advised by them that the permit has their approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. G. H. Baker
Mr. W. C. Williams

RECEIVED
AUG 30 1960
FOR FILING
I-80N-3(19)84
5787

August 29, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 15, 1960, on Contract No. 5787, The Dalles-Big Eddy Section, in Wasco County, in connection with Federal Aid Project No. I-80N-3(19)84.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Asst. Office Engineer

DBP:sw

RECEIVED

FOR FILING

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

August 26, 1960

I-80N-3(19)84
5787

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-80N-3(19)84

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-80N-3(19)84, The Dalles-Big Eddy Section, Columbia River Highway, we hereby concur, as of this date, in award of Contract No., 5787 to Vernie Jarl, of Gresham, Oregon, low bidder in the amount of $1,108,089.00 at the July 28, 1960 bid opening.

RECEIVED
UG 30 1960
FOR FILING
I-80N-3(19)84
5987

August 26, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving, two structures and signing on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County, Project No. I-80N-3(19)84, to Vernie Jarl on the basis of the bid of $1,108,089.00 submitted on July 28, 1960.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

JAH:bb

RECEIVED
1960
FOR FILING

I-80N-2(17)84

5787

August 25, 1960

Oregon State Highway Commission

Gentlemen:

On August 16, 1960, at 2 p.m., permission was granted for the installation of 35-mile-per-hour construction speed zone signs on The Dalles-Big Eddy Section of the Columbia River Highway, which is currently under construction.

Your concurrence is requested in the establishment of a 35-mile-per-hour construction speed zone on the Columbia River Highway, No. 2, between M.P. 85.90 and M.P. 87.80.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:pk me

cc Mr. G. S. Paxson
Mr. F. B. Crandall

RECEIVED

FOR FILING

Col. C. Heinig (appr)

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

August 23, 1960

By:
D. M. Emrich
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.7 Salem, Oregon

Oregon Project I-80N-3(15)83
East city limits of The Dalles to Big Eddy
File 30557 (O.W.R.N. Co.) - Parcel #3

Our review of this file indicates that additional information is required if you intend to submit the case for Federal Aid. The taking (parcel #3) is valued by Mr. Kolberg at $24,300.00 and valued by Mr. Draper at $27,000.00. Your records indicate the U. S. Army Engineers acquired a flowage easement and right to construct and maintain a levee. The owners retained the right to utilize the area for all purposes not in conflict with the easement. Please ask your appraisers to indicate by letter whether or not they considered the above mentioned easement in reaching their valuation.

In addition we would like the following information:

(1) The sales data used does not indicate if flowage easements were involved. Please have your appraisers explain.

(2) Some sales listed cover high lands and flood lands. The price per acre was secured by dividing the acreage into the sales price. Did the appraisers consider such lands of equal value?

(3) Your Right-of-Way Map 8B-10-19 indicates W. R. Bailey and W. J. Seufert own land between the subject property and the river (Sta. 2395 - 2446). Did the appraisers consider the affect of these ownerships on the value of the subject property.

(4) The access to the property is very difficult at present due to the dike. Did the appraisers give any consideration to the fact that the access to be allowed at the Brewery Interchange might offset the damages they estimated?

FORM E-123-X 50M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
1960
FOR FILING
1-80N-3(19) 44
2787

August 22, 1960

Mr. Lee Bown
Deputy Superintendent
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Bown:

On August 16, 1960, a 35 MPH construction speed zone was established on The Dalles-Big Eddy Section of the Columbia River Highway, east of The Dalles. The section covered was from M.P. 85.90 to M.P. 87.80.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

VPJ:pk
bc: G. S. Paxson ✓

RECEIVED
AUG 23 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
... 1960
FORM E-90X 50M 2-60 26119
~~FOR FILING~~
1-80N-3(19) 84
#5787

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1960

G. S. PAXSON

SUBJECT: The Dalles-Big Eddy Section
Columbia River Highway

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

ATTENTION: Mr. L. H. Warfield

Enclosed find copies of correspondence from Mr. L. D. Marriage, Assistant State Fisheries Director and Mr. G. S. Paxson, Assistant State Highway Engineer, concerning the construction work to be done in the vicinity of Fifteenmile Creek.

Please inform the contractor of the regulations concerning blasting in a stream and see to it that the proper timing of excavation and blasting work is coordinated with the State Fisheries Director.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

cc G. S. Paxson
Vernon Shull

RECEIVED
AUG 1 6 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1960

FOR FILING

1-4CN-5(19)84

#5787

August 15, 1960

District Engineer
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Your File: NPPVR
NPP 205/17 The Dalles
Dam - Big Eddy Section

Attention: Colonel W. L. Winegar

Dear Sir:

This is in reply to your letter of July 21 concerning right-of-way requirements for the relocation of the Columbia River Highway.

Attached is a sketch map showing our proposed relocation from The Dalles to Rufus. As you are aware, the section from The Dalles Interstate Bridge Road to The Dalles Dam has been contracted. The section from The Dalles Dam to Celilo will be contracted in the near future. This unit has a proposed design wherein the existing highway will be used for the eastbound lanes from Big Eddy to a point approximately one-half mile westerly of the S. P. & S. railway bridge at Celilo. The westbound lanes will be placed on the river side of the Union Pacific railway in this area. Since this is an interstate highway, it will be necessary to acquire sufficient lands for the westbound lanes with complete control of access. The eastbound and westbound lanes will both be on the landward side of the Union Pacific railway from a point westerly of the S. P. & S railway bridge to a point approximately one mile east of Celilo Falls. From that point easterly to a location near Rufus, the new construction will be four-lane lying on the river side of the Union Pacific railway.

Our right-of-way requirements in this area will be comparable to those in Unit I - namely, that all rights of access be acquired. This will result in acquisition of all lands northerly of the Union Pacific railway to the northerly right-of-way line. From a point just westerly of Rufus, as shown on the map, the location is still subject to negotiation with the Corps of Engineers, Walla Walla District. All four lanes will cross the Union Pacific at a location still to be determined in this area and proceed as per tentative plans set up by the reconstruction of the facilities through the John Day Pool area.

Interchanges will be at The Dalles, at Celilo, at Biggs, and at Rufus. The park being constructed at Celilo, the Indian village at that point, and the Corps pumping facilities and the S. P. & S. railway bridge will be served through the interchange to be constructed. The existing highway from Celilo to Rufus will provide service to all of the property abutting the railway in that area as well as to proposed park facilities in the Deschutes River area.

Our surveys are very nearly complete from The Dalles Dam to Rufus, excepting that portion in Rufus still under negotiation. Detailed maps will be furnished to you immediately upon completion of these surveys.

Very truly yours,

W. C. Williams
State Highway Engineer

attach.

cc: Mr. Forrest Cooper
Mr. Tom Edwards
TE:jw ms

(Map - The Dalles-Rufus Existing & Proposed Line
Columbia River Highway - Wasco & Sherman Counties
E. S. Hunter, Rural Engineer - August 11, 1960

PLEASE RETURN TO
FORREST COOPER

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPVR 21 July 1960

NPP 285/17 The Dalles Dam -
Big Eddy Section)

State of Oregon
State Highway Department
State Office Building
Salem, Oregon

ATTENTION: Mr. W. C. Williams
State Highway Engineer

Harry

Edw

Gentlemen:

We are now in receipt of a request for the right of way requirements for the relocation of the Columbia River Highway, U. S. No. 30, under the Federal Aid Program for The Dalles-Big Eddy Section. We are also in receipt of a request for a navigation permit in connection with the same highway at the mouth of the Deschutes River.

In accordance with the acquisition policy of this office, we acquired only those lands that were necessary to meet our full project requirements, except for some minor areas that were acquired to avoid severance damage. To enable us to make a proper analysis of your right of way requirements and to coordinate the use of the land for other Federal requirements, and to determine the effect of your various requirements upon the operation of the project, it is considered very important that we have your over-all right of way requirements for the entire The Dalles Dam Project at your earliest convenience. It is our desire to furnish you full cooperation in this program, and your submission of this information will be appreciated and will help expedite getting clearances for the areas you now need.

Sincerely yours,

W. L. Winegar

NOTED
FORREST COOPER

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

RECEIVED
JUL 22 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 15 1960
FOR FILING

1-80N-3 (19) 44
5787

P

The Dalles - Biggs [illegible]
GSP-8-31

Salem, Oregon
August 12, 1960

Mr. Tom Edwards
Mr. Ivan D. Merchant
Mr. Dean Swift

Herewith copy of a letter from the State Fish Commission concerning excavation for the Fifteenmile Creek Bridge on the Celilo-Biggs Section.

I would suggest that you confer with them so that we can keep out of trouble, if possible.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 1

August 10, 1960

State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Sir:

Following receipt of your letter of August 2, 1960, concerning highway construction in The Dalles area, a meeting was arranged with your resident engineer, Mr. Vernon Shull, and your bridge engineer, Mr. Norman Krehbiel, by a representative of this office.

An inspection was made of the plans and of the site of the bridge which will span Fifteen-Mile Creek. We are certain that a fishery problem will result from the construction of this project unless certain precautions are taken. It is our understanding that the contract for the job will be let about August 16 and that it is too late to include any of our recommendations into the contract concerning timing of the excavation. This situation could have been avoided if we had been informed of this project sufficiently in advance.

The contractor for this job should be made aware of ORS 509.140, which requires a blasting permit from the Fish Commission before any blasting is done in the stream bottom. We request the cooperation of the contractor in determining the timing of the excavation of rock on the west side of the stream and other construction activities for the safety of the fishery resources involved. With proper timing, the necessary blasting and mucking of material from the stream bottom would not create a serious fishery problem.

Please inform the contractor of these matters and be assured that the Fish Commission will cooperate in every possible way to reduce the effects of this project on the fish runs of this stream.

Sincerely,

L. Dean Marriage
L. DEAN MARRIAGE, ASSISTANT
STATE FISHERIES DIRECTOR

RECEIVED
[illegible] 1960
OFFICE OF
[illegible]

RECEIVED
1960
FOR FILING

1-80N-3(19)84

#5747

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

August 3, 1960

Attention: Mr. R. L. Porter

G. G. Polk, Division Engineer
Salem, Oregon

By: D. M. Eurich
District Engineer

Utility adjustment
Pacific Telephone and Telegraph Co.
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County
Project No. I-80N-3(19)84

Reference is made to your letter of August 1, 1960.

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated July 15, 1960, and July 26, 1960, regarding the adjustment of facilities of the referenced utility company.

Authorization to proceed with the work is granted as of August 1, 1960. Approval is subject to the provisions of PPM 30-4.

Porter

NOTED
FORREST COOPER

RECEIVED
AUG 2 - 1960
FOR FILING

1-80N-3(19)84

#5147

Salem, Oregon
August 2, 1960

Mr. Vernon Shull
[illegible]

The Fish Commission apparently has some doubts as to whether Fifteenmile Creek can be blocked up during the summer months. They have requested that we give opportunity for a man from their office to go over the matter.

Please have Mr. Krehbiel accompany you at the meeting.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

RECEIVED
AUG 2 - 1960
FOR FILING

I-80N-3(19)

5799

Spec

August 1, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re The Dalles-Big Eddy Section
Columbia River Highway
Wasco County
Project No. I-80N-3(19)84

Dear Sir:

Herewith are the following data in connection with adjusting the facilities of the Pacific Telephone and Telegraph Company on the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the company.

2. Two copies of the company's estimate for adjusting the facilities.

3. Two copies of the sketch prepared by the company showing the adjustments.

Contract work noted in the estimate will be done under continuing contract by qualified contractors previously approved by the Bureau of Public Roads.

Your approval of the agreement between the State and company and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engr.

Enc.
DBP:er

RECEIVED
1960

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

1-80N-3(19)8.1

#3777

Salem, Oregon
July 29, 1960

SUBJECT: Fifteen Mile Creek
The Dalles-Big Eddy Section

To:

Spec.

Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Enclosed find a copy of a letter from Resident Engineer Shull wherein he informs us that he expects the channel of Fifteen Mile Creek to be blocked for short periods during the excavation work to be performed on this project.

Please communicate with the State Fish and Game Commission concerning this matter and ascertain their viewpoint on the matter.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

NOTED
G. S. PAXSON

RECEIVED
AUG 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 5OM 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
July 28, 1960

SUBJECT: Fifteen Mile Creek
The Dalles-Big Eddy Section

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

ATTN: Mr. Fred Klaboe

Reference your letter of July 27, 1960 regarding blocking of Fifteen Mile Creek during construction.

I refer to drawing No. 15628, of the plans for this project, which shows 1,550 cubic yards of general excavation for Bent #2 of the Bridge. This material is approximately 90% solid rock and when shot will end up in the creek channel. I anticipate several days work getting the material mucked out, during which time the channel will be blocked. Also there will probably be times during construction of the bridge when material will fall into the creek and will take time to clean it out.

From now until the late winter season the creek is a mere trickle and I can see no reason the Fish & Game Commission should complain if we have the channel back to normal in time for high water and the next fish run. During the late winter and early spring season the creek does rise and they have a small salmon and steelhead run.

Vernon E. Shull
Vernon E. Shull
Resident Engineer

cc: Dean Swift

CONSTRUCTION DIVISION
RECEIVED
JUL 29 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

RECEIVED

FOR FILING

1-9(N-3 ([illegible]) 9

5777

The Dalles - Big Eddy

4pw.

July 26, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Under dates of June 1 and June 29, I wrote you concerning easements and right-of-way purchases on the section of the Columbia River Highway from The Dalles to Big Eddy. You replied to my letter of June 1 under date of June 14 raising objections to the location just east of The Dalles, which I replied to on June 29. At a conference in Mr. Brown's office on July 12, this matter was again discussed.

With my letter of June 1, I submitted maps covering 8 different parcels involved in this highway section. Parcels o to 5 inclusive were areas which we proposed to purchase from you. We have had appraisals made of the value of these properties and would be glad to confer with you regarding them.

Among the other parcels, over which we were asking easements, is one at Fifteenmile Creek where our new bridge would overhang your right of way. This is included in a section lying east of the Columbia River Bridge approach, which is one we are taking bids on July 28. In our discussion on July 12, I requested that we be given a permit of entry on this encroachment, and it was my understanding that it was thought the matter could be handled in this way.

It is imperative that we get our work in these sections under construction in the immediate future, and I would greatly appreciate your early attention to the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. R. M. Brown, Mr. W. C. Williams, Mr. Walter T. Wright

RECEIVED
1960

FOR FILING
1-9IH 3(14) 94

H 5797

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1960

SUBJECT: File No. 30557 - O.W.R. & N. Company
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Spec.

Office

The first five parcels on this file were tentatively considered as fee takings. Appraisals have been secured on this basis and have now been reviewed.

The value as established by review for the five parcels involved is $92,625. This figure includes 1,200 feet of trackage on Parcel No. 5.

In Mr. D. J. Callahan's correspondence with me he has pointed out that where trackage, industrial property, and dyke and flowage easements are involved the property will be handled through the Operating Section. Mr. Callahan has thus covered practically all of our anticipated fee taking, and I am, therefore, reporting to you the reviewed appraisal figures so that you will have this information at the time it is needed in the course of your dealing with Mr. Baker.

These figures have not been discussed with Mr. Callahan.

D H Moehring

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr

NOTED

NOTED

RECEIVED
JUL 25 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 14 1960
FOR FILING

1-80N [illegible] (14)[illegible]

5787

R

July 13, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Under date of June 1, 1960, I sent you maps covering the The Dalles-Big Eddy Section of the Columbia River Highway. Included in these maps was a request for the easement at the Fifteen Mile Creek Bridge extending from your Station 2551+43.85 to Station 2555+81.21.

We are advertising a project which will include this section at Fifteen Mile Creek for the opening of bids on July 28. We would greatly appreciate being granted a permit of entry for the easement at Fifteen Mile Creek prior to the completion of the entire agreement in the The Dalles-Big Eddy Section.

This is one of the matters which we discussed at the meeting yesterday in Mr. Brown's office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. R. M. Brown
Mr. W. C. Williams
Mr. Walter T. Wright

RECEIVED
FOR FILING

When replying, refer to
08-35.4-DA

I-80N-3(19)84

[illegible]

408 State Highway Building
Salem, Oregon

July 6, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-80N-3(19)84, The Dalles-Big Eddy Section, Columbia River Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and pending your submission of a satisfactory State-railroad agreement.

Very truly yours,

C. G. Polk
Division Engineer

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
FOR FILING

1-80N-3(19)84

#5117

July 5, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of Way Status
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

Dear Sir:

Rights of way for this project cover four files, none of which are presently acquired. Negotiations have been undertaken on all files.

No. 29531	Seufert Brothers	$6,466

A revision of description has been made on this file after a conference with the owner, and we believe that a settlement will be reached within the next 15 days.

No. 30557	O.W.R. & N. Company	$5,400

The Railroad has insisted that this file be handled by their Operating Division. Mr. Paxson reports that the Railroad believes a Permit of Entry can be effected by the end of July.

No. 22662 and No. 30709
U. S. Army Engineers

Our appraisal is $25,000, but I have reason to believe that the Army Engineers will offer to sell these parcels at a substantially lower figure. Preliminary discussions have indicated that the Army Engineers purchased the property in fee and that they will sell to us.

We expect to complete the negotiation within ten days and to secure a Permit of Entry, since the deed will need be executed by the Secretary of Army and will be several months in forthcoming.

Mr. C. G. Polk
Page 2
July 5, 1960

It is our belief that we will have completed negotiations on all parcels by the time of bid opening, since three weeks' negotiating time remains and basic understandings appear to have been reached with all parties, except the O.W.R. & N. Company.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:AG

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L.Porter

RECEIVED
1960
FOR FILING

R

When replying, refer to
08-35.3
I-80N-3(19)84
5287

408 State Highway Building
Salem, Oregon

June 30, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The thirty-ninth program of projects involving participation in 1956 Act Federal-aid Interstate funds, submitted with Mr. Porter's June 16, 1960 letter, was approved by our Regional office effective June 27, 1960.

This program, as approved, consists of three Stage 2 projects covering improvements on 15.8 miles of roadway and bridges at a total estimated cost of $4,150,000 with 1956 Act Federal-aid Interstate funds reserved in the amount of $3,735,000. Of these Federal funds, $135,000 is requested for acquisition of right-of-way under Item 172. The unprogramed balance of Federal-aid Interstate funds is $10,479,446 and your reimbursable obligation balance is $212,802 according to our records of this date.

This action is with the understanding that all work will be in full conformance with the provisions of PPM 20-4.

You may proceed with the phases of each project listed below subject to conditions controlling the work which may be performed as described subsequently:

Item No.	Project No.	Location	Authorization Dates PE	Authorization Dates ROW
171	I-5-3(16)145	Rice Hill-N. Oakland Jct.	---	----
172	I-5-3(17)145	Rice Hill-N. Oakland Jct.	---	withhold
173	I-80N-3(19)84	The Dalles-Big Eddy	---	----

Authorization to proceed with right-of-way acquisition on Item 172 is being held in abeyance pending submission of revised estimates indicating that use of frontage roads between Stations 1377 and 1470 is the most economical solution or submission of an acceptable alternate plan.

Approval of Items 171 and 172 is with the understanding that interchange spacing is acceptable as outlined in the Section 104(b)(5) manual

Porter
Edwards

or will be submitted with appropriate justification for review and approval. It is also understood that Federal participation in paving of the left shoulders will be limited to the first four feet of the shoulder.

It is noted, in connection with Item 171, that the vertical clearance for Metz Hill Road Interchange is indicated as being 15'-8" with no revision of the structure proposed. In view of the fact that the project will bring approximately 7 miles of highway up to Interstate Standards, the feasibility of eliminating this one restriction should be investigated. If the proposed grading and paving work includes revision of the existing four-lane section under the interchange structure, it would appear that lowering the grade approximately 8" would be in accordance with the policy that all designs shall provide net vertical clearance of 16-feet.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
JUN 29 1960
FOR FILING

1-10N-3(9)
#4779

Spec.

June 29, 1960

Mr. C. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: The Dalles-Big Eddy
US30

Dear Sir:

Under date of June 14, 1960, you wrote us concerning the relocation of US30 in and near The Dalles and attached thereto copies of your maps showing suggested revisions through the Northwest Gas Company's lease west of The Dalles and through your property east of The Dalles.

We have gone into this matter quite thoroughly. Insofar as the Northwest Gas Company installation is concerned, I believe we have been able to modify our right-of-way requirements so as to at le[illegible] minimize damage to their installation, and I am enclosing a pri[illegible] from a sketch map entitled "Proposed Right of Way, Vicinity of Northwest Gas Company, The Dalles Section", dated June 17, 1960.

The suggested revision east of The Dalles does not seem in any way practicable. The projected location at the approach to the The Dalles Bridge cannot be moved northerly due to the necessity for providing proper clearance on this road. The location which you have proposed would be much more costly than our located line, and you will note from the attached mosaic, on which the two lines are shown, that the proposed line goes across open water for a considerable distance. We do not have topographical data to make an exact estimate of the cost, but we do know that in some places the water is at least 15 feet deep. This would require a great excess of embankment and of riprap to protect the slopes. You will also note that it would completely abolish the present small boat basin just upstream from the Port dock; whereas, our present line will leave this in a condition so that it can be operated. You will also note that the revised line is much closer to the Port dock than our located line. We are confronted with a serious problem in constructing embankments adjacent to the Port dock without endangering the stability of that structure. The proposed revision would greatly increase this hazard.

Our investigation does not indicate that we could possibly make the revision which you have suggested.

Very truly yours,

W. C. Williams
State Highway Engineer

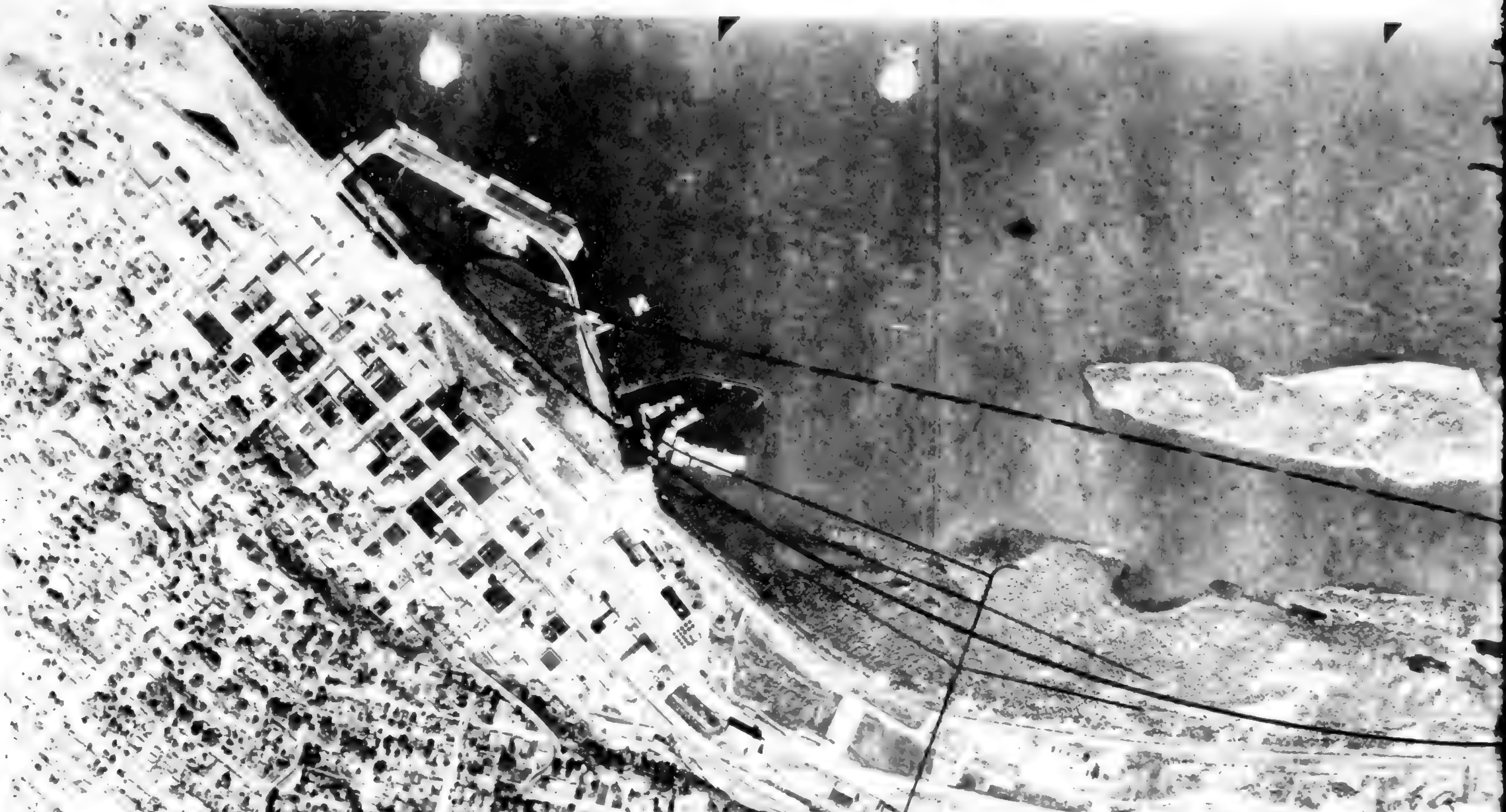
By

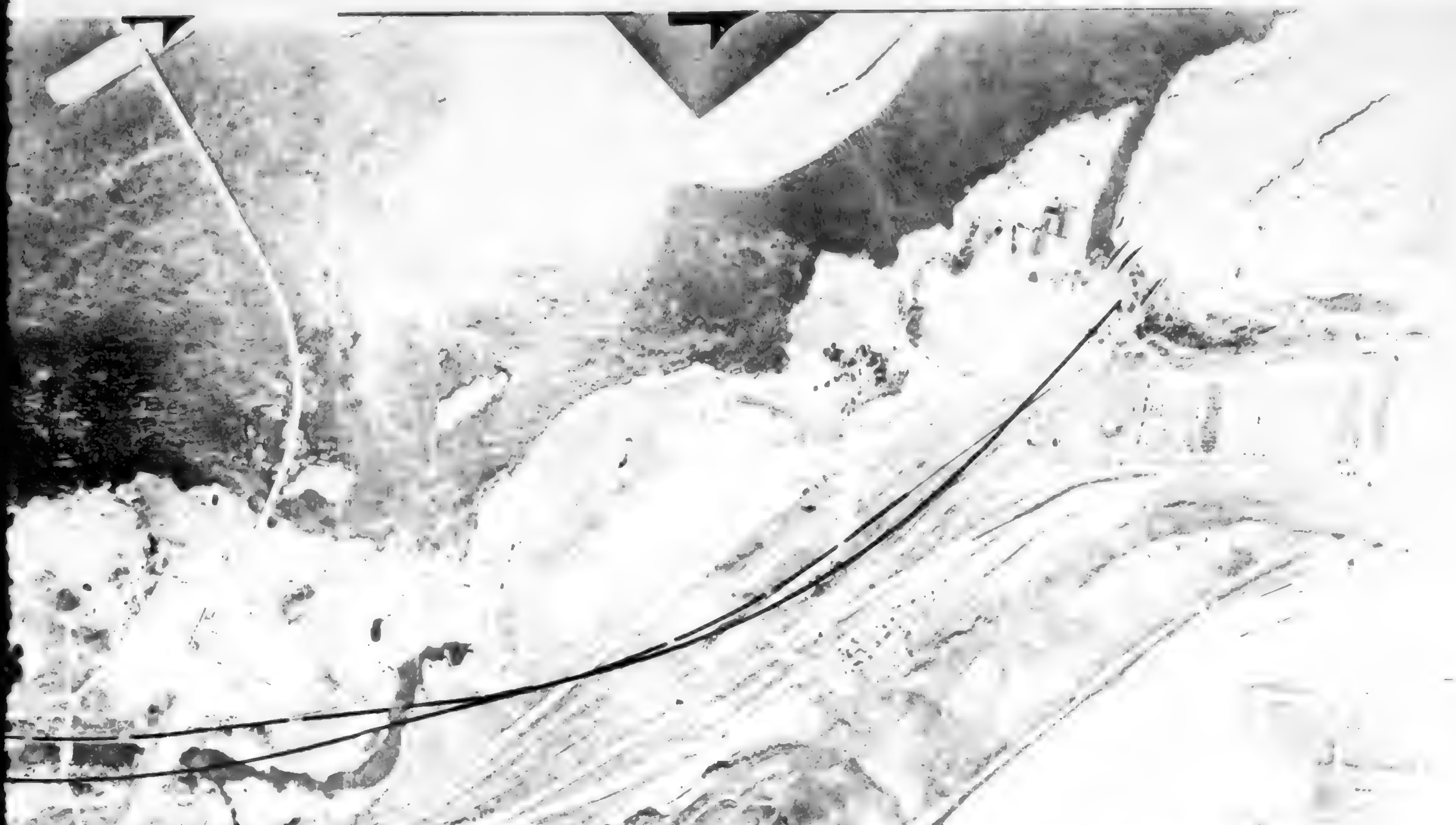
G. S. Paxson
Assistant State Highway Engineer

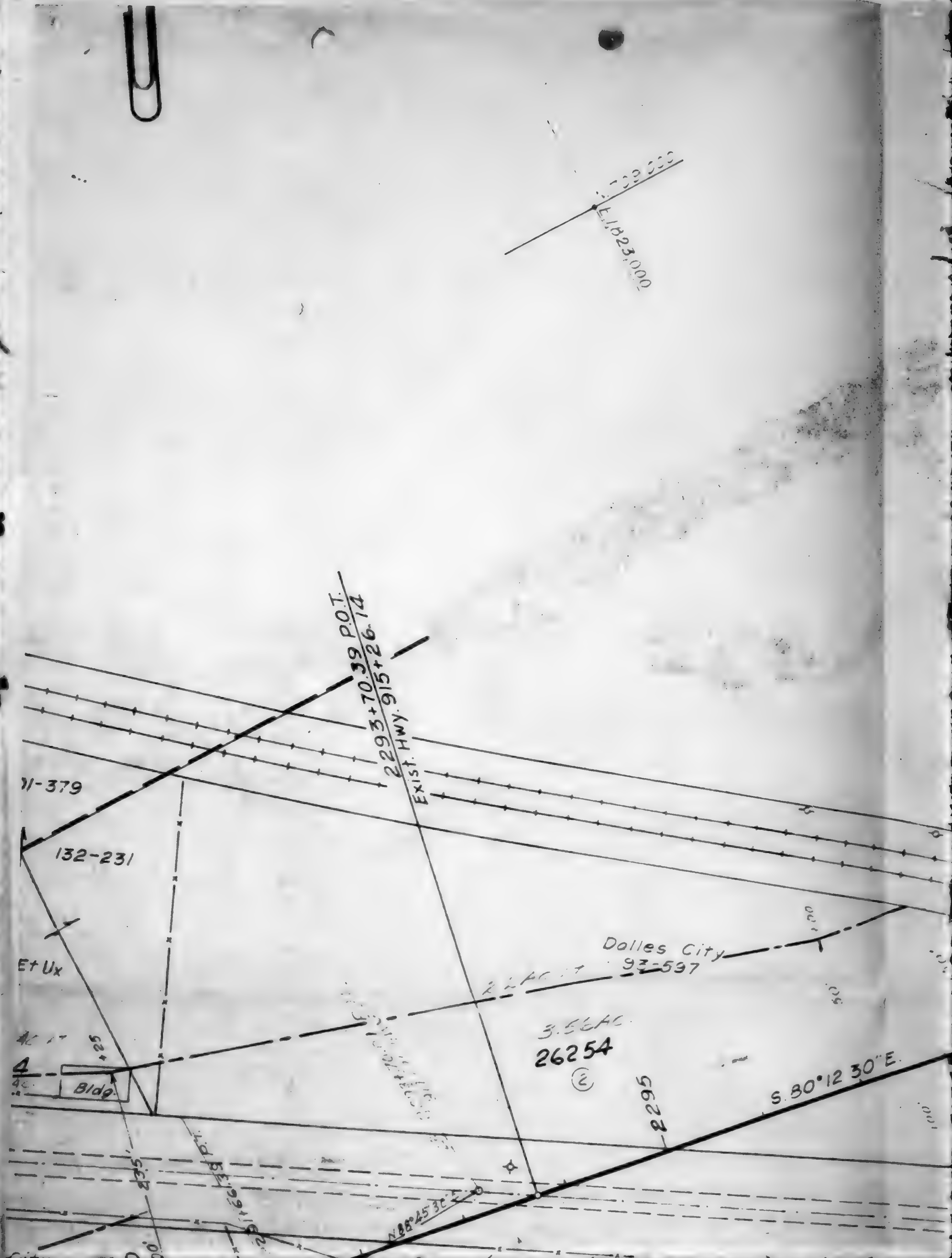
Attach.

GSP:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter T. Wright



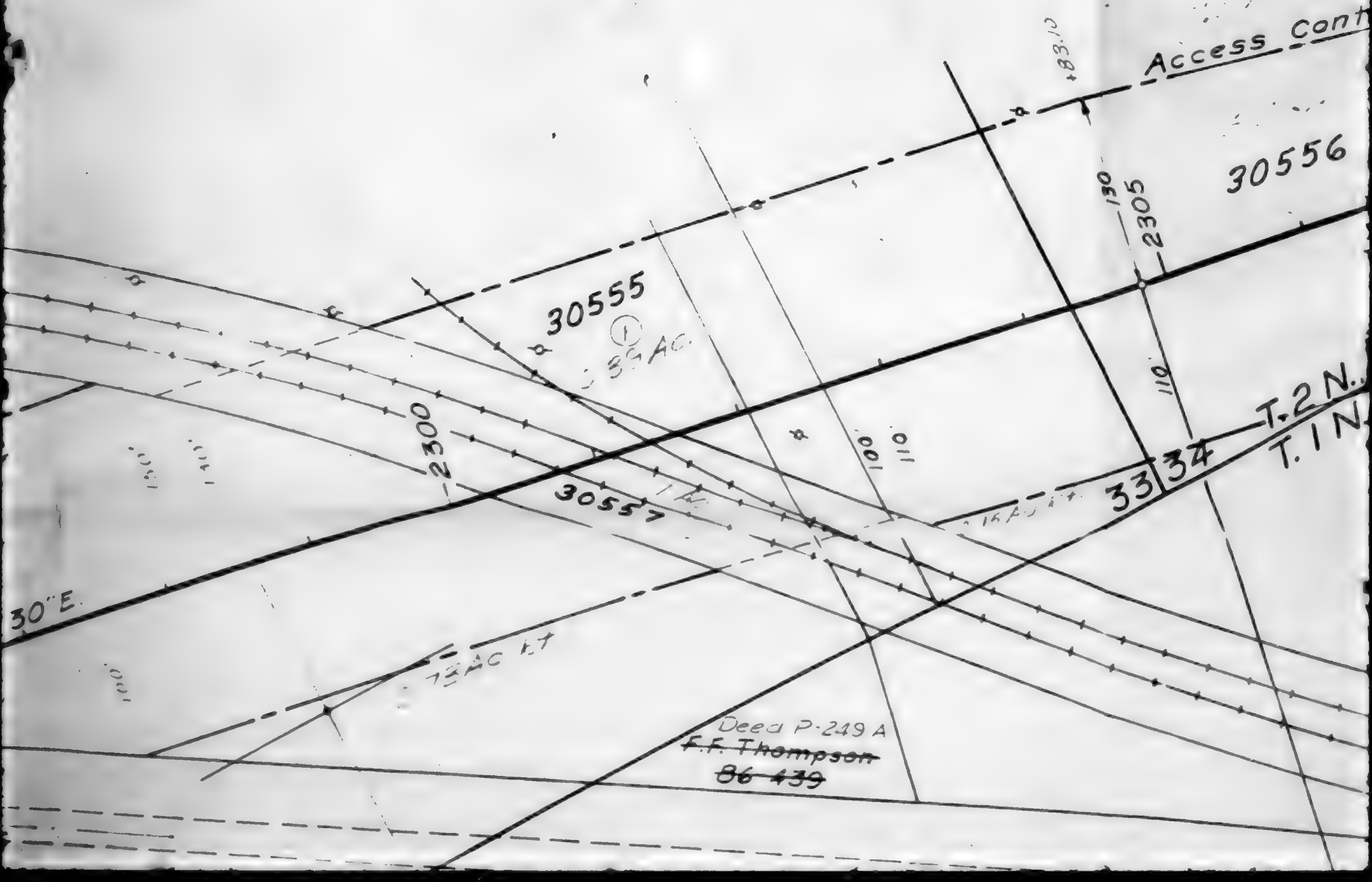

MOSAIC OF THE DALLES VICINITY
SHOWING
REVISION OF U.S. 30 AS PROPOSED
BY U.P.R.R.
E.S. HUNTER RURAL ENGR. [illegible]
5/27/19[illegible] SCALE [illegible]
PRESENTLY PROPOSED U.S. 30
PROPOSED REVISION

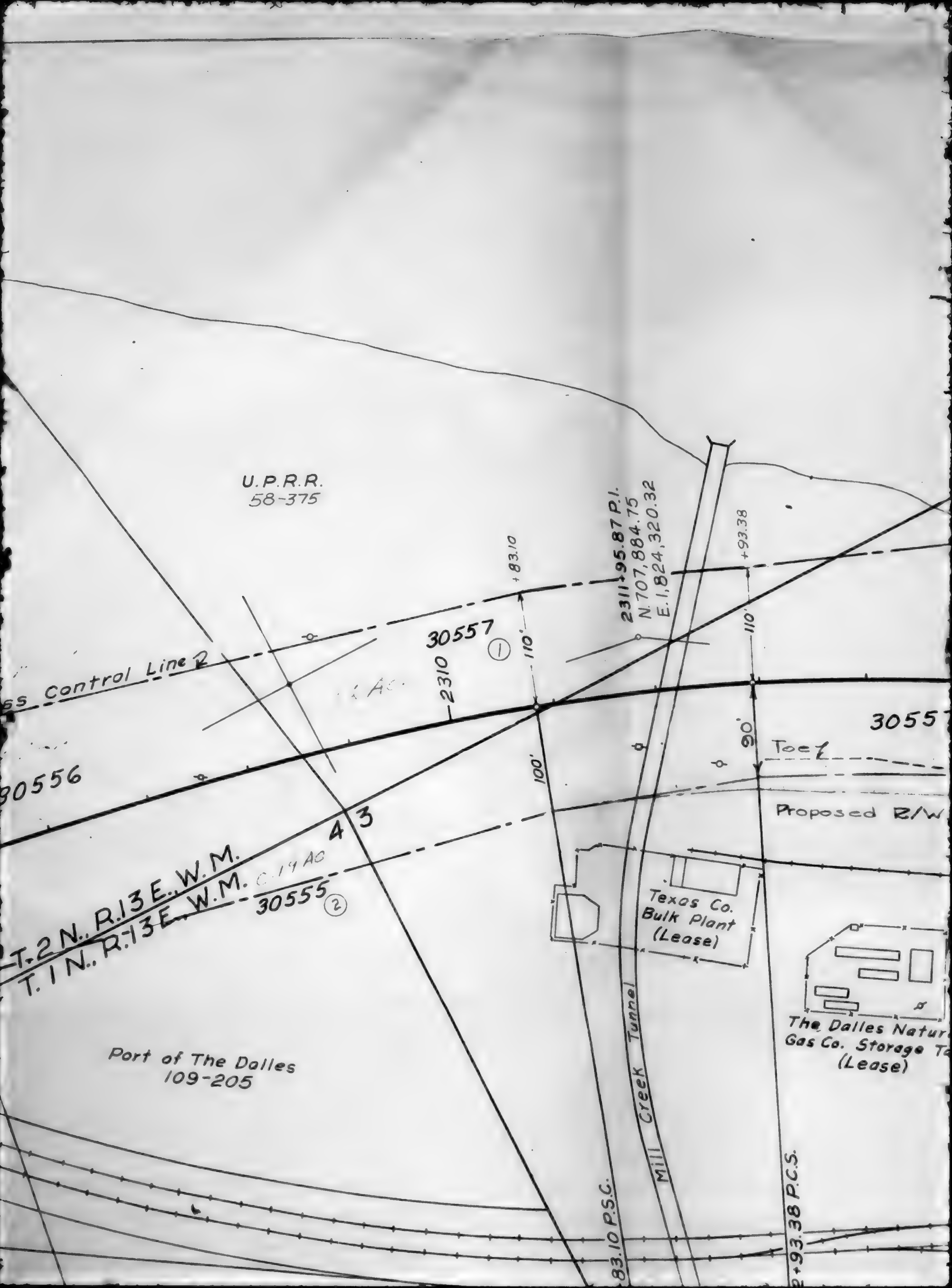

709,000
E.1,823,000
2293+70.39 P.O.T.
Exist. Hwy. 915+26.14
91-379
132-231
Et Ux
Dalles City
93-597
3.56 AC
26254
②
S. 80°12'30"E.
2295
+25
4
Bldg.
235
2291+66.39 P.O.T.
N 88°45'30"E

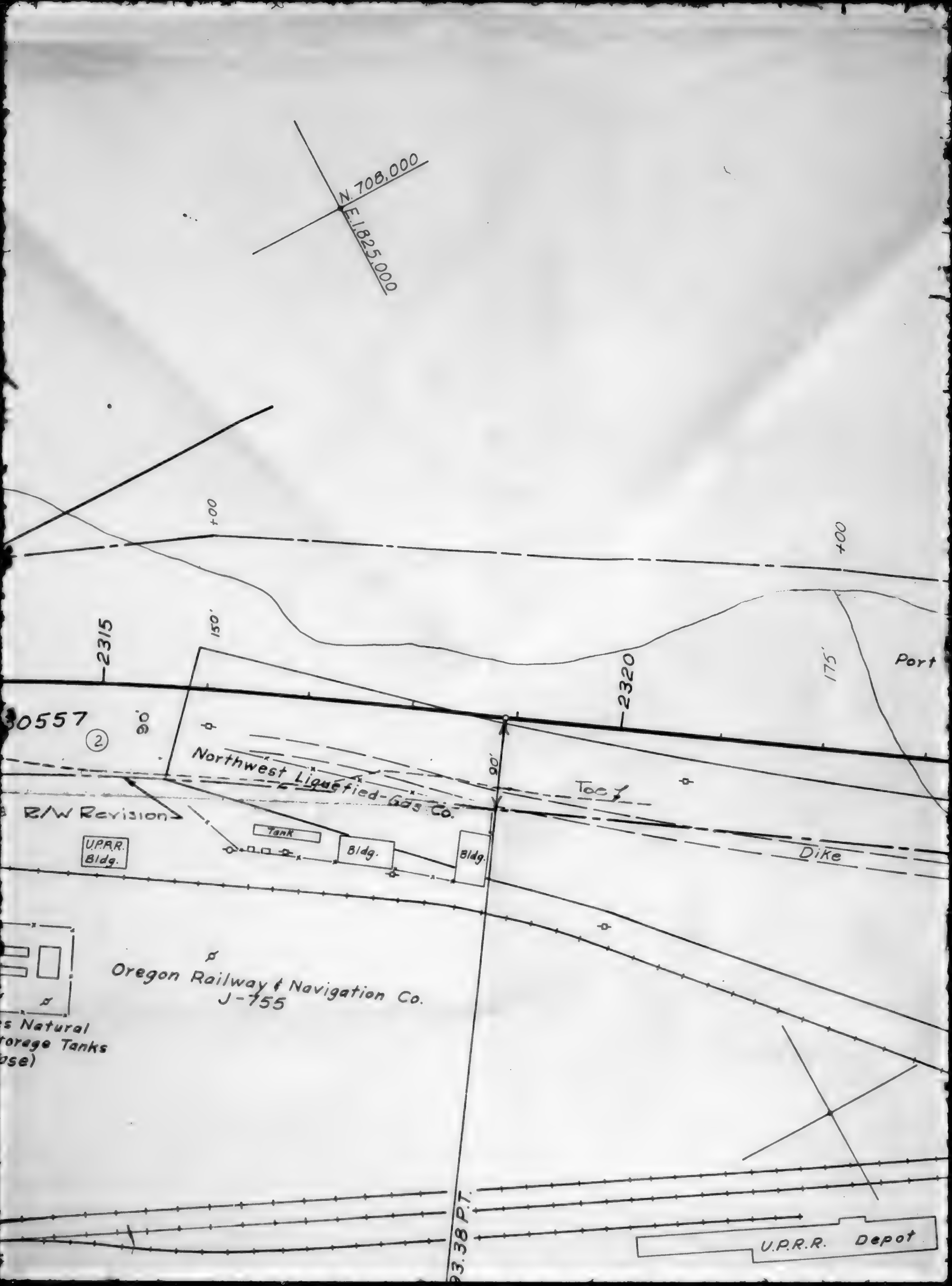
SKETCH MAP
SHOWING

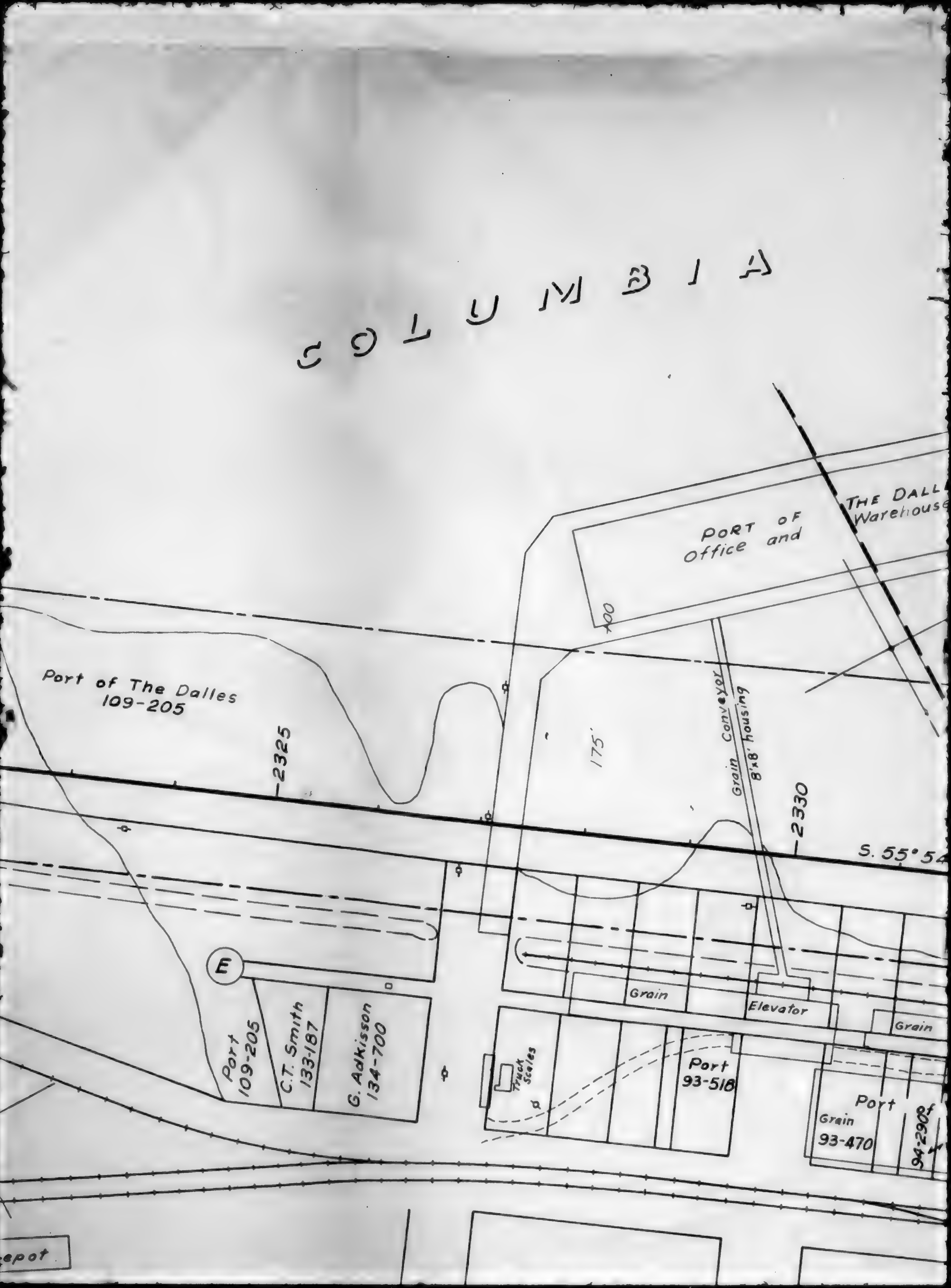
PROPOSED RIGHT OF WAY

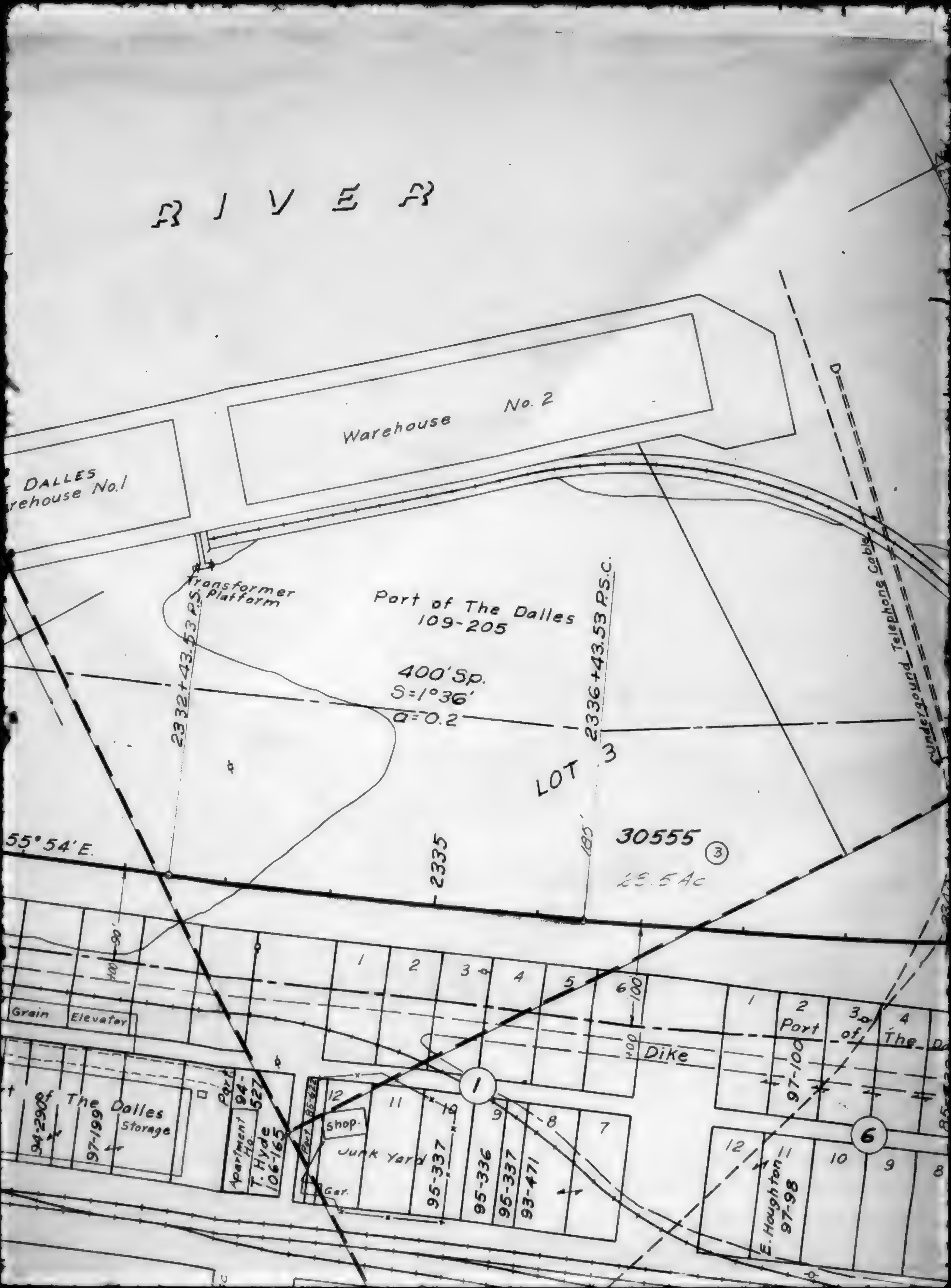
VICINITY OF NORTHWEST GAS COMPANY
THE DALLES SECTION
COLUMBIA RIVER HIGHWAY
E.S. HUNTER, RURAL ENGR. WASCO COUNTY.
6/17/1960 SCALE 1"=100'

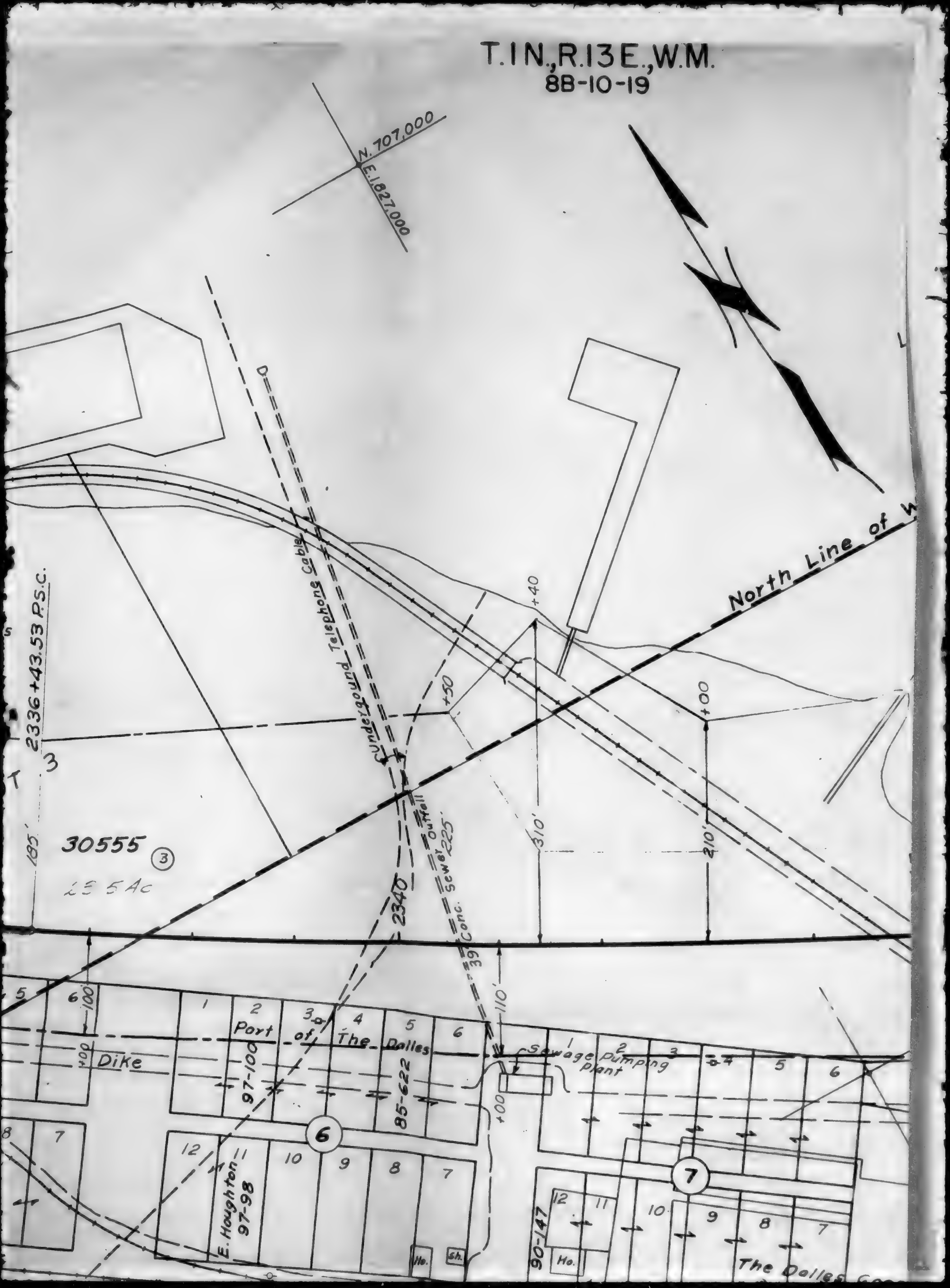

Access Cont
+83.10
30556
130
2305
110'
30555
①
.89 AC.
T.2 N.
T.1 N.
33
34
100'
110'
2300
30557
1 Ac.
.15 AC Lt
30"E.
.73 AC Lt
Deed P-249 A
~~F.F. Thompson~~
~~86-439~~

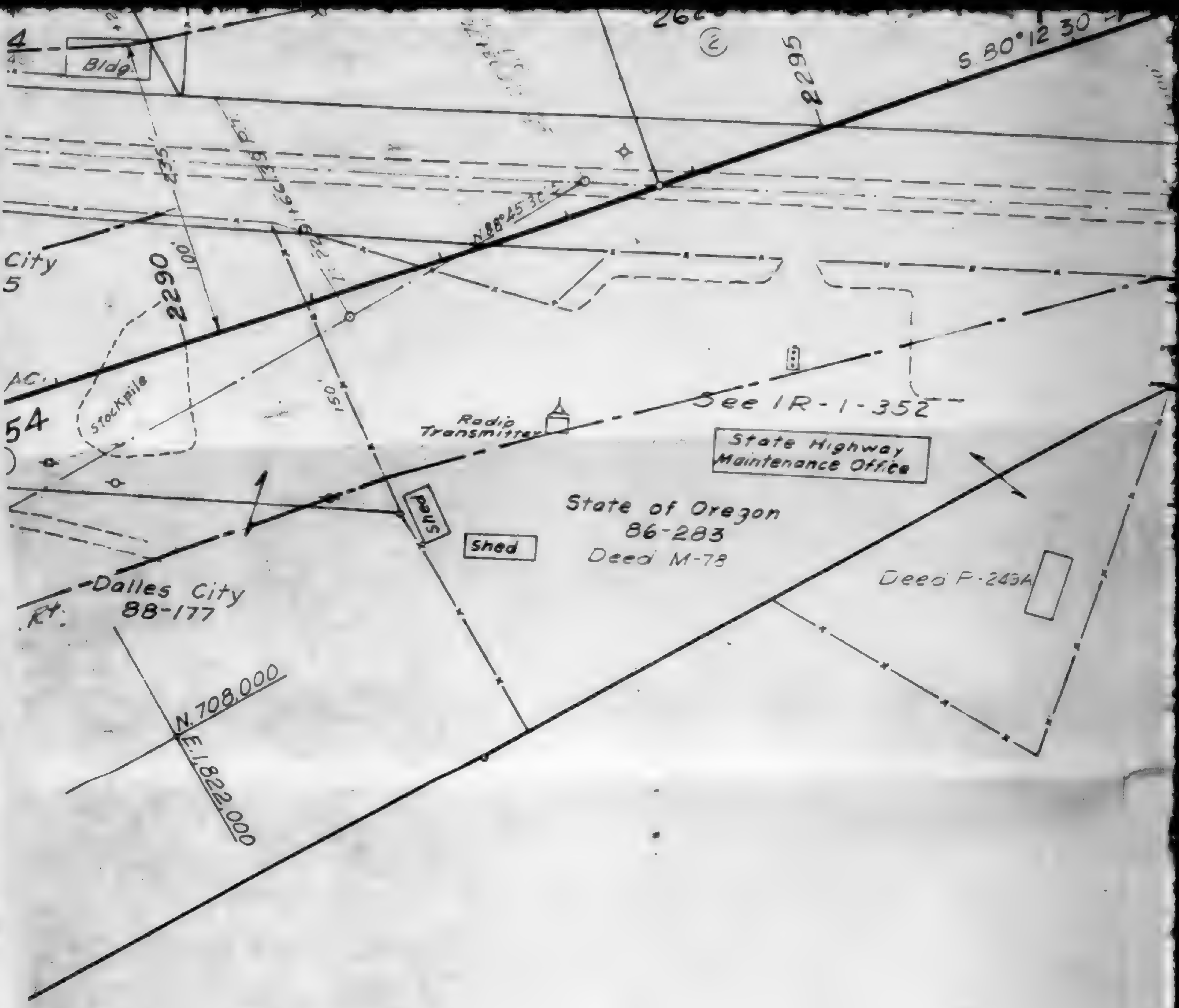

U.P.R.R.
58-375
ss Control Line 2
2310
30557
①
110'
+83.10
2311+95.87 P.I.
N.707,884.75
E.1,824,320.32
+93.38
110'
3055
30556
100'
90'
Toe ℄
Proposed R/W
4
3
T.2 N., R.13 E. W.M.
T.1 N., R.13 E. W.M.
C.19 Ac
30555
②
Texas Co.
Bulk Plant
(Lease)
The Dalles Natur
Gas Co. Storage Ta
(Lease)
Port of The Dalles
109-205
Mill Creek Tunnel
83.10 P.S.C.
2+93.38 P.C.S.


N.708,000
E.1825,000
+00
+00
2315
150'
2320
175'
Port
30557
②
90'
Northwest Liquefied-Gas Co.
90'
Toe
R/W Revision
Tank
U.P.R.R. Bldg.
Bldg.
Bldg.
Dike
Oregon Railway & Navigation Co.
J-755
s Natural
torage Tanks
ose)
93.38 P.T.
U.P.R.R. Depot

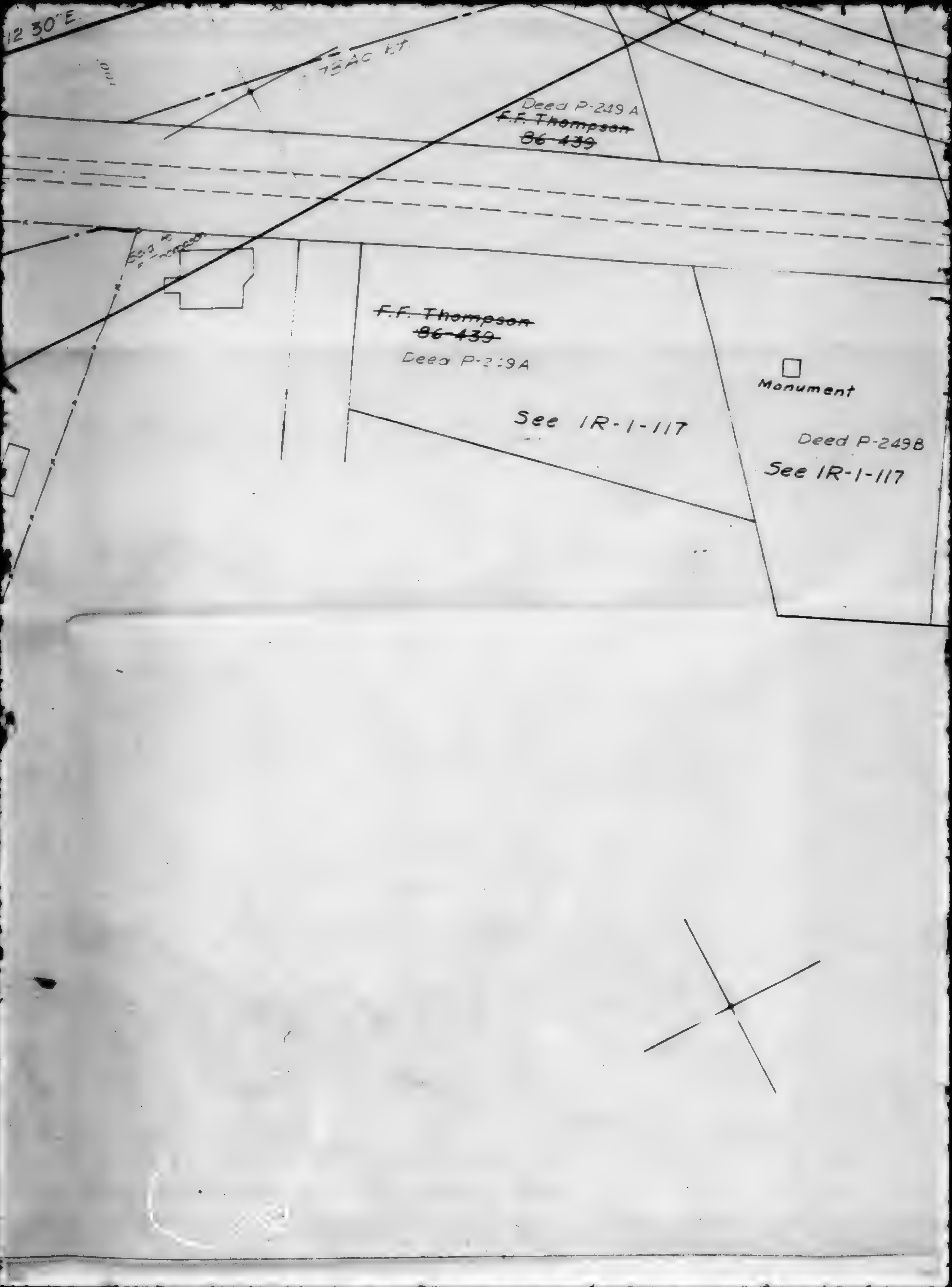

COLUMBIA
PORT OF
Office and
THE DALL
Warehouse
00
Port of The Dalles
109-205
2325
175'
Grain Conveyor
8'x8' housing
2330
S. 55° 54
E
Grain
Elevator
Grain
Port
109-205
C.T. Smith
133-187
G. Adkisson
134-700
Truck Scales
Port
93-518
Port
Grain
93-470
94-2908
epot

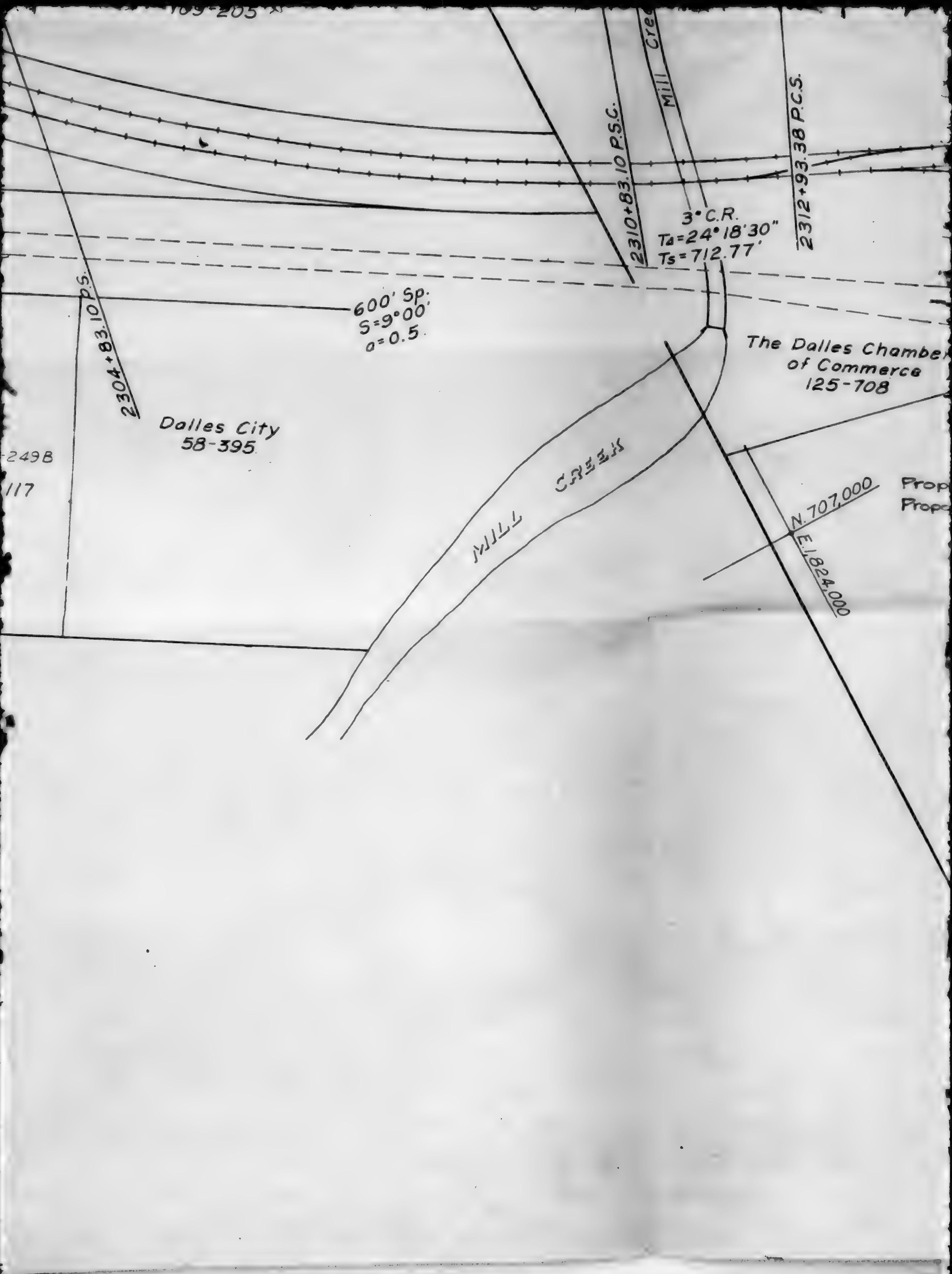

RIVER
Warehouse No. 2
Dalles
rehouse No.1
Transformer Platform
Port of The Dalles
109-205
2332+43.53 P.S.
2336+43.53 P.S.C.
400'Sp.
S=1°36'
a=0.2
LOT 3
30555 ③
25.5 Ac
55°54'E.
2335
185'
Underground Telephone Cable
90'
400
100
1 2 3 4 5 6
Grain Elevator
Dike
Port of The Da
1 2 3 4
97-100
The Dalles
Storage
94-290
97-199
Port 94-527
Apartment Ho.
T. Hyde 106-165
Port 85-623
Shop.
Junk Yard
Gar.
12 11 10 9 8 7
95-337
95-336
95-337
93-471
①
⑥
12 11 10 9 8
E. Houghton 97-98

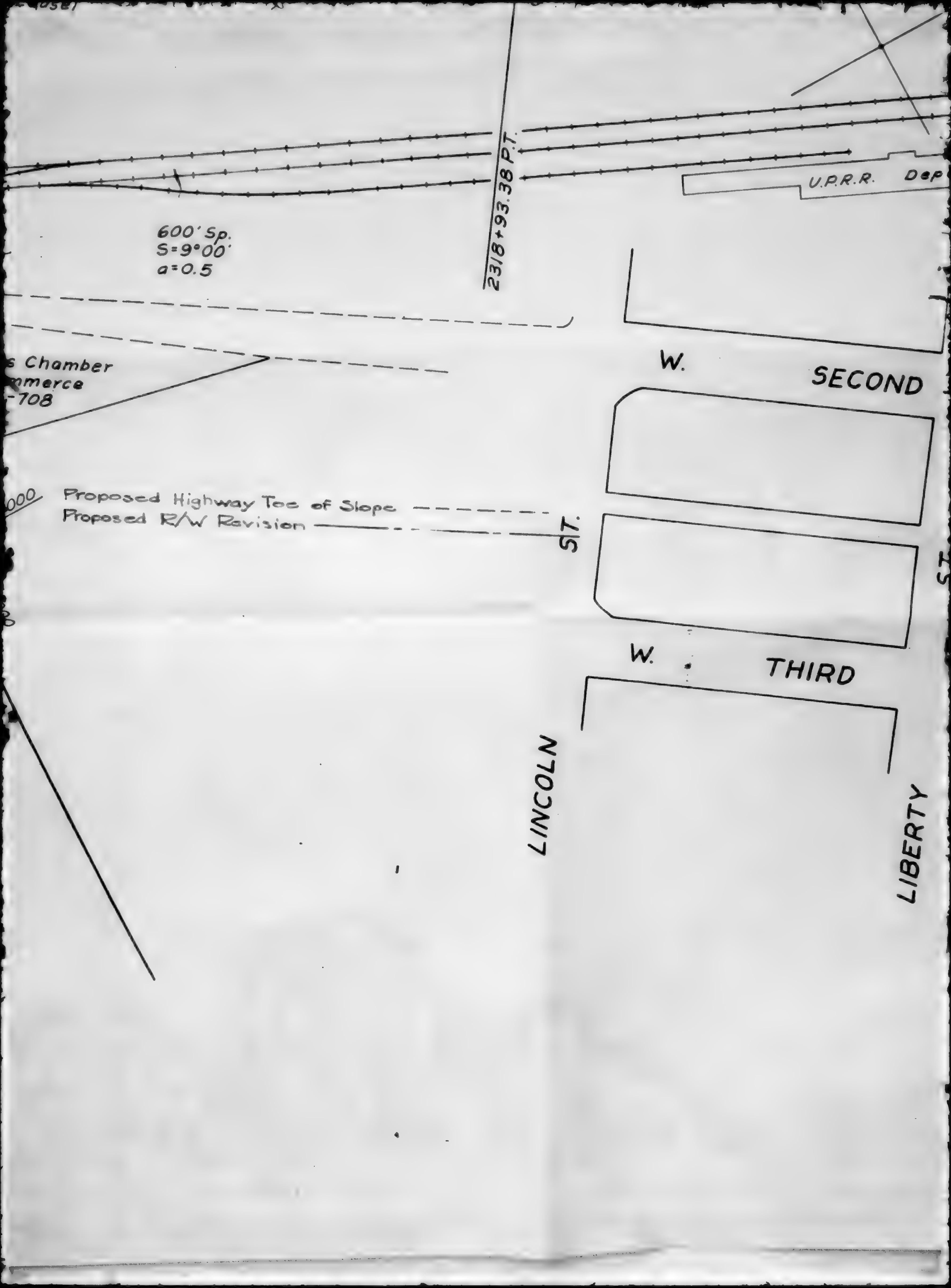

T.1N., R.13E., W.M.
8B-10-19
N. 707,000
E. 1,827,000
North Line of W
Underground Telephone Cable
2336+43.53 P.S.C.
3
185'
30555 ③
23.5 Ac
+40
+50
+00
310'
210'
2340
Conc. Sewer Outfall
39" Conc.
225'
110'
100
5
6
1
2
3
4
5
6
Port of The Dalles
Dike
+00
97-100
85-622
Sewage Pumping Plant
1
2
3
4
5
6
⑥
12
11
10
9
8
7
8
7
E. Houghton 97-98
Ho.
Sh.
+00
⑦
12
11
10
9
8
7
90-147
Ho.
The Dalles

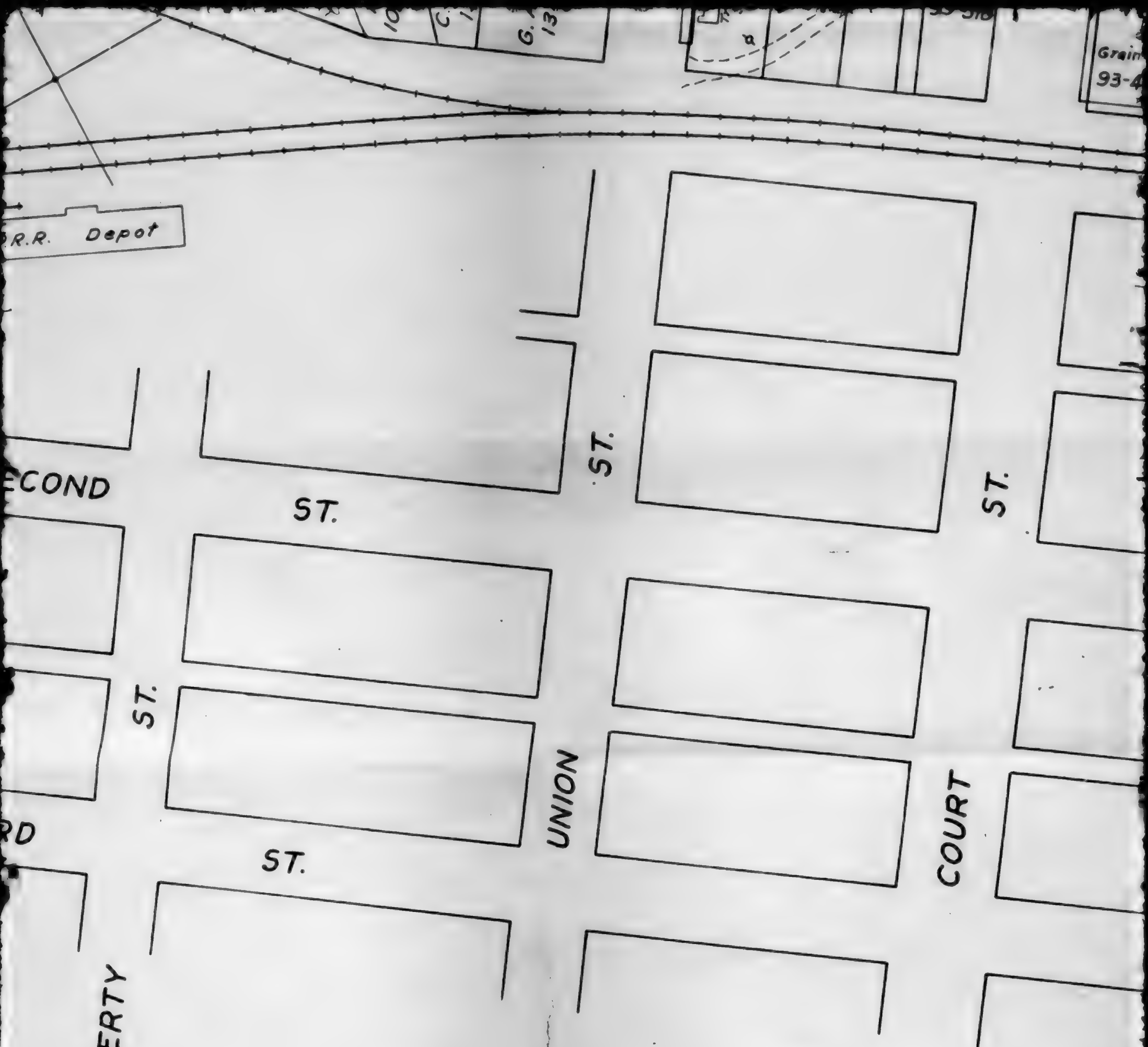


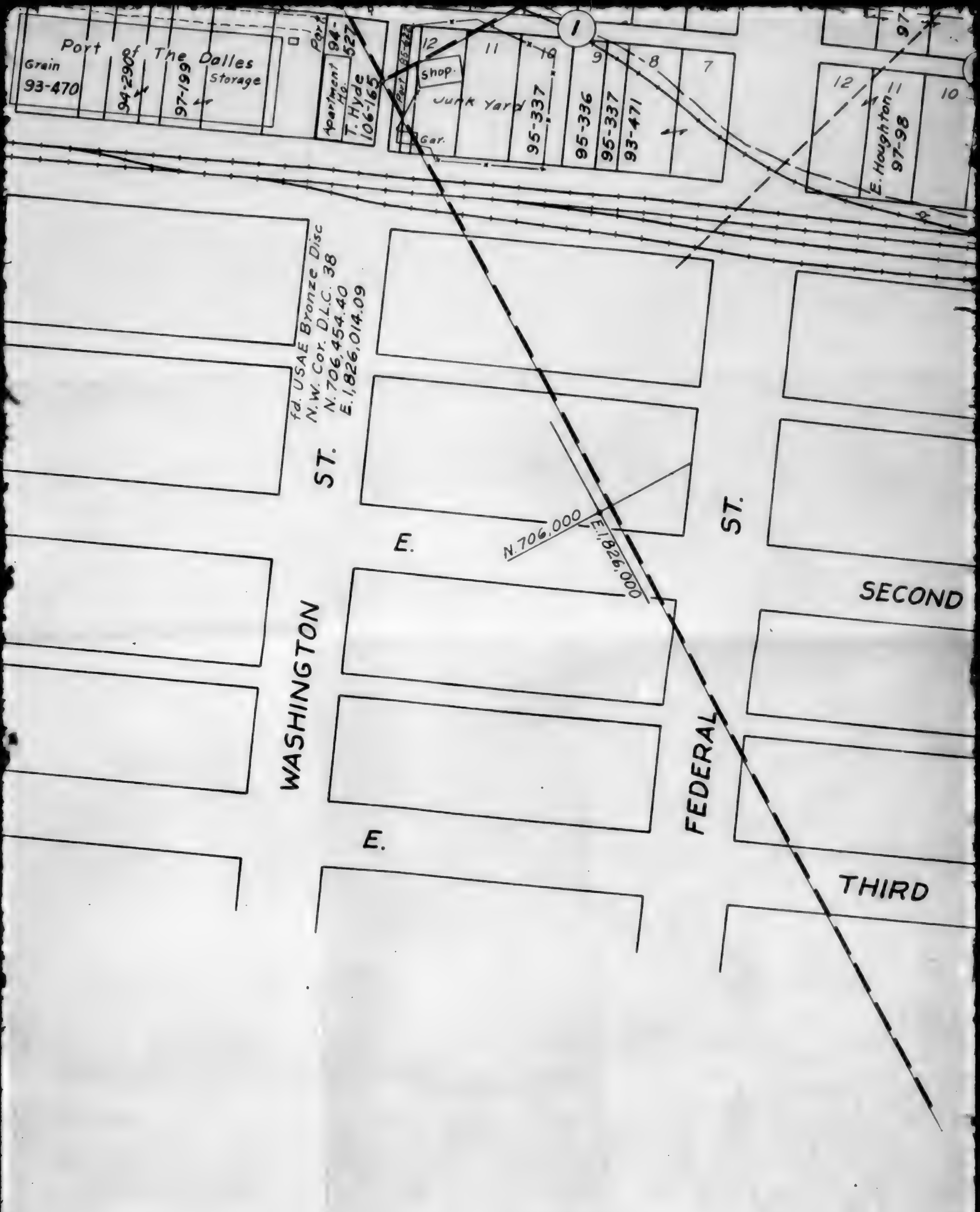
4
Bldg.
262
②
2295
S.80°12'30"
City
5
2290
100'
235'
N.88°45'30"
AC.
54
Stockpile
150'
Radio Transmitter
See 1R-1-352
State Highway Maintenance Office
Shed
Shed
State of Oregon
86-283
Deed M-78
Deed P-243A
Dalles City
88-177
N.708,000
E.1,822,000

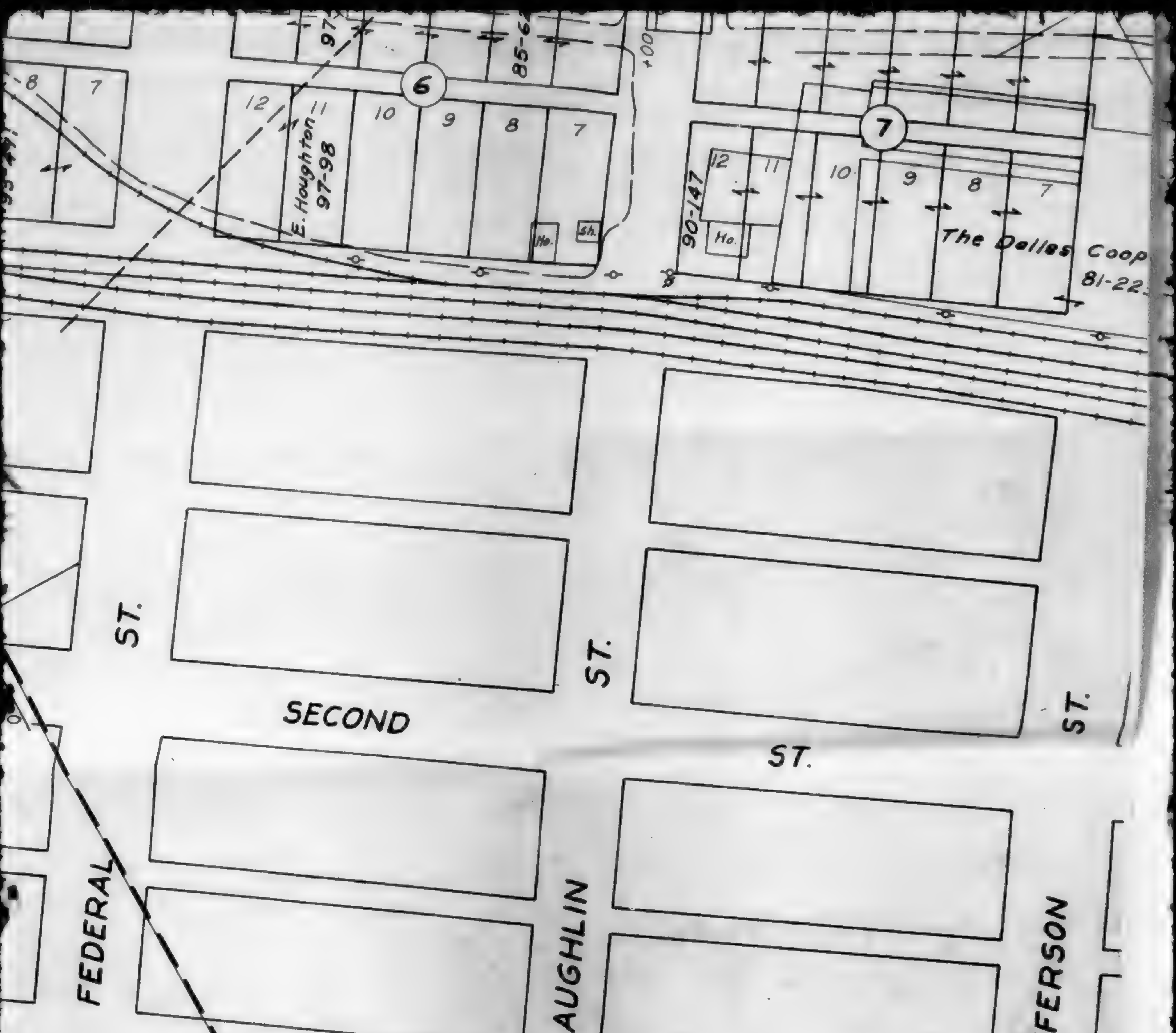

12 30"E.
100'
Deed P-249 A
~~F.F. Thompson~~
~~86-439~~
~~F.F. Thompson~~
~~86-439~~
Deed P-2:9A
See IR-1-117
Monument
Deed P-249B
See IR-1-117


109-205
Mill Cre
2310+83.10 P.S.C.
2312+93.38 P.C.S.
3° C.R.
Ta=24°18'30"
Ts=712.77'
2304+83.10 P.S.
600' Sp.
S=9°00'
a=0.5
The Dalles Chambe
of Commerce
125-708
Dalles City
58-395
-249B
117
MILL CREEK
N.707,000
E.1,824,000
Prop
Propo


U.P.R.R. Dep
2318+93.38 P.T.
600' Sp.
S=9°00'
a=0.5
s Chamber
mmerce
-708
W. SECOND
Proposed Highway Toe of Slope
Proposed R/W Revision
LINCOLN ST.
W. THIRD
LIBERTY ST.


Grain
93-4
R.R. Depot
ECOND
ST.
ST.
ST.
RD
ST.
LIBERTY
ST.
UNION
ST.
COURT


Port of The Dalles
Grain
Storage
93-470
94-290
97-199
Port
94-527
Apartment Ho.
T. Hyde
106-165
Port
95-422
12
11
10
9
8
7
1
Shop.
Junk Yard
Gar.
95-337
95-336
95-337
93-471
12
11
10
97
E. Houghton
97-98
fd. USAE Bronze Disc
N.W. Cor. D.L.C. 38
N.706,454.40
E.1,826,014.09
N.706,000
E.1,826,000
WASHINGTON ST.
E.
E.
FEDERAL ST.
SECOND
THIRD


8
7
97
85-62
6
12
11
10
9
8
7
E. Houghton
97-98
Ho.
Sh.
7
12
11
10
9
8
7
90-147
Ho.
The Dalles Coop
81-22
SECOND
ST.
ST.
ST.
ST.
FEDERAL
LAUGHLIN
JEFFERSON
THIRD
ST.

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1960

SUBJECT:

To: Mr. G. S. Paxson
Assistant State Highway Engineer
BUILDING

I return herewith data submitted by the Union Pacific Railroad with regard to the proposed relocation of The Dalles Bypass. This request cannot be honored for the following reasons:

1. The projected location at The Dalles Bridge road cannot be moved northerly due to problems of clearance on this road.

2. The relocation as proposed by the Union Pacific is much more costly. You will note from the enclosed aerial prints that it goes across open water for a considerable distance. Some of this water is known to be 15 feet in depth.

3. It completely eliminates the possibility of re-establishing the small boat basin.

4. It greatly increases the problem at the Port of The Dalles dock.

The second proposition posed by the Union Pacific with respect to right of way at the Northwest Gas Company can be honored. We attach maps showing a revision of the right of way line in this area.

Tom Edwards
Construction Engineer

TE:jw

Attach.

cc Forrest Cooper

NOTED
G. S. PAXSON

RECEIVED
JUN 28 1960
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JUNE 14, 1960

(Ref. File: D 315-2-93)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Ass't. State Highway Engineer

Dear Sir:

The Dalles - Big Eddy Section
Columbia River Highway

Referring to your letter of June 1st submitting plans of the proposed highway relocation through The Dalles:

EdW

The relocation has been informally discussed by Highway and Railroad representatives. However, some important questions have not been disposed of; the first is the projected relocation through Railroad property east of Taylor Street. The relocation indicated on the maps accompanying your letter, cut off a substantial piece of Railroad property, northerly of the projection, from railroad access. The property has a high potential for industrial sites. A revision of the relocation, moving the alignment north of the Railroad property, substantially as indicated on the attached print, dated June 3, 1960, will permit development of the area between the suggested projection and the present dike and railroad yard, and will permit rail service to the area. The area is now subject to a reasonable development because of the degree of flood protection afforded by the various upstream dams, existing and under construction. Utilization of the area should remain possible, either by direct access through revision of the highway location suggested above or by a spur through a highway grade separation structure. A further study of the project, we feel, is justified as the Railroad does not wish to sacrifice valuable operating property.

A second problem is the encroachment in the vicinity of Highway Station 2315, west of Union Avenue. The encroachment as shown will seriously affect a Tenant, the Northwest Gas Co. From cross-sections it appears the highway right-of-way could be materially reduced. Keeping the encroachment north of the fence which is approximately 75 feet southerly of the projected center line (see attached 100-foot scale print dated June 7, 1960), will avoid conflict with the Industry. This will also avoid the necessity of improving an additional area easterly of the present lease and the rearrangement of the buildings.

Further consideration of these problems, we feel, is imperative. Please feel free to call upon this office for any assistance or information.

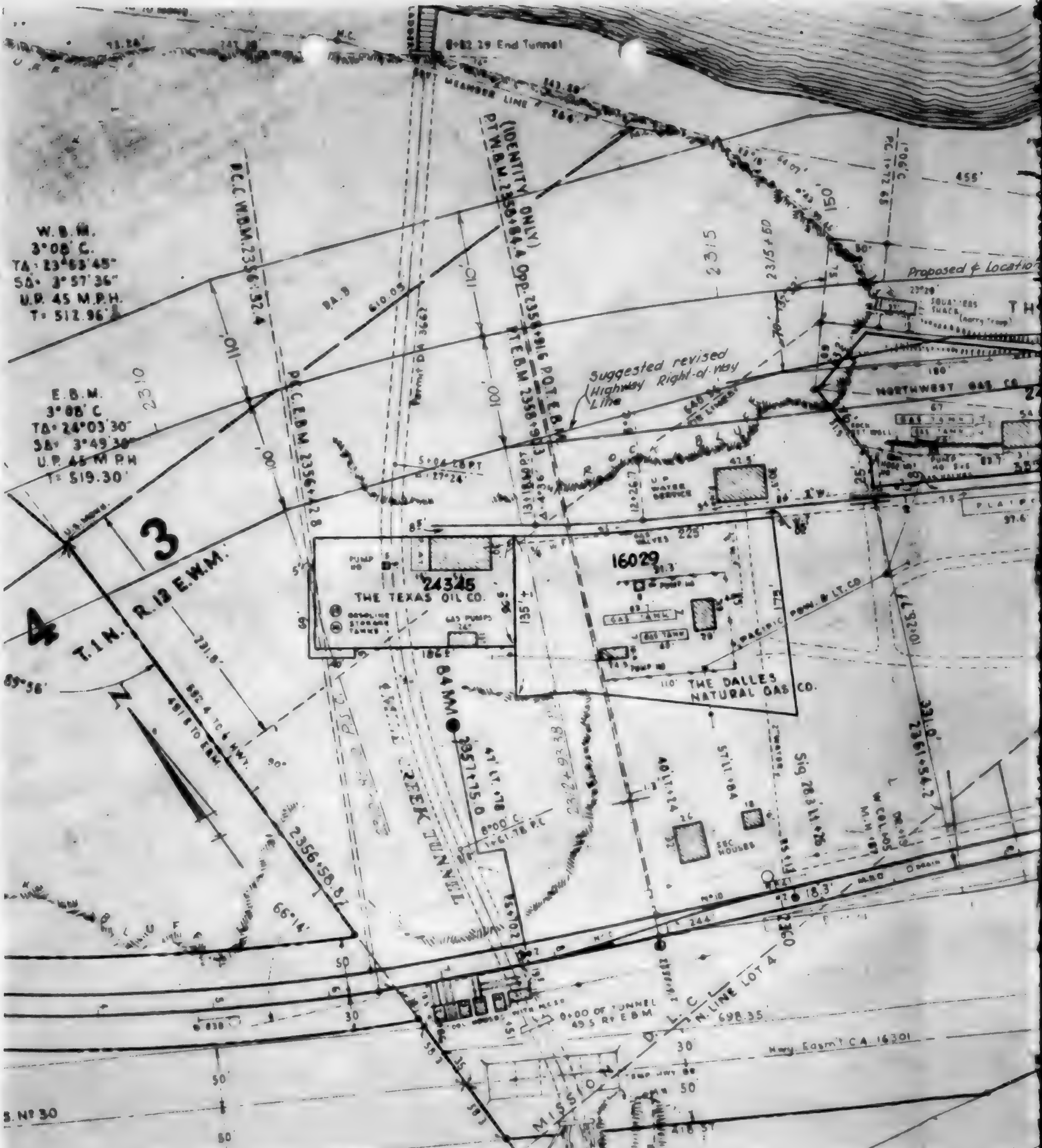
Yours very truly,

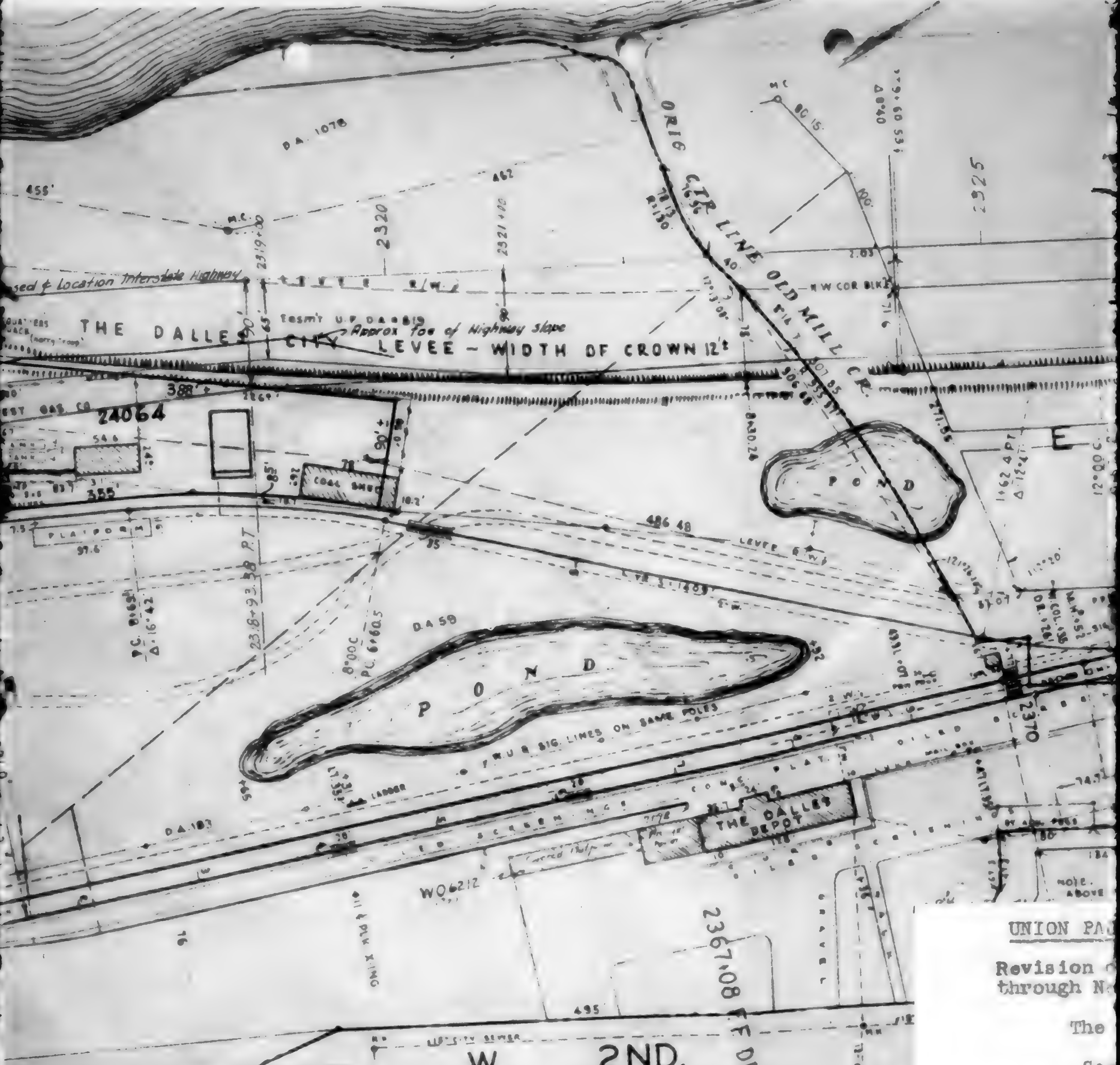
G H Baker
G. H. Baker, MJB
Superintendent

encs.

RECEIVED
JUN 16 1960
[illegible]GON
STATE HI[illegible]AY COMMISSION

RECEIVED
[illegible]
OFFICE OF
[illegible] ENGINEER


8+82.29 End Tunnel
MEANDER LINE
W.B.M.
3°08' C.
TΔ = 23°53'45"
SΔ = 3°57'36"
U.P. 45 M.P.H.
T = 512.96'
E.B.M.
3°08' C
TΔ = 24°03'30"
SΔ = 3°49'30"
U.P. 45 M.P.H
T = 519.30'
P.C. W.B.M. 2356+52.4
P.C. E.B.M. 2356+28
(IDENTITY ONLY)
PT W.B.M. 2358+84.4 Opp. 2358+91.6 P.O.T. E.B.M.
PT E.B.M. 2358+90.3
610.05
110'
100'
2310
2315
2315+50
150'
455'
Proposed ℄ Location
SQUATTERS SHACK
Suggested revised Highway Right-of-Way Line
NORTHWEST GAS CO.
GAS TANK
PUMP HO.
U.P. WATER SERVICE
R O C K
PLATF
3
4
T. 1 N. R. 13 E.W.M.
231.8'
89°58'
N
24345
THE TEXAS OIL CO.
PUMP HO.
GASOLINE STORAGE TANKS
GAS PUMPS
16029
GAS TANK
PUMP HO.
PACIFIC POW. & LT. CO
THE DALLES NATURAL GAS CO.
225'
135'
110'
84 MM
2357+15.0
8°00' C.
1+61.78 P.C.
TUNNEL
2312+93.38
2356+58.8
66°14'
B L U F F
SEC. HOUSES
2361+54.2
331.0'
10+28.77
18.3'
244'
0+00 OF TUNNEL
49.5 Rt E.B.M.
D. L. C. N. LINE LOT 4
698.35
Hwy. Easm't C.A. 16301
50
30
MISSION
U.S. No 30
...TATORIUM
...ODIST


D.A. 1078
455'
482
M.C.
2319+00
2320
2321+00
ORIG CTR LINE OLD MILL CR.
2325
Proposed & Location Interstate Highway
Esm't U.P. D.A. 8819
THE DALLES CITY
Approx Toe of Highway slope
LEVEE - WIDTH OF CROWN 12'±
388'±
24064
54.6
355
COAL SHED
90'±
85'
PLATFORM
97.6'
486.48
LEVEE R/W
POND
P.C. 8+63
Δ 16°42'
23.8+93.38 P.T.
8°00'C
P.C. 6+60.5
D.A. 59
POND
F.R.U. & SIG. LINES ON SAME POLES
LADDER
D.A. 103
THE DALLES DEPOT
WO 6212
2367.08 F.F. DEPOT 35.6' LT.
2370
E
NOTE. ABOVE
495
W. 2ND.
ST.
7
8
9
10
11
12
10
11

UNION PA

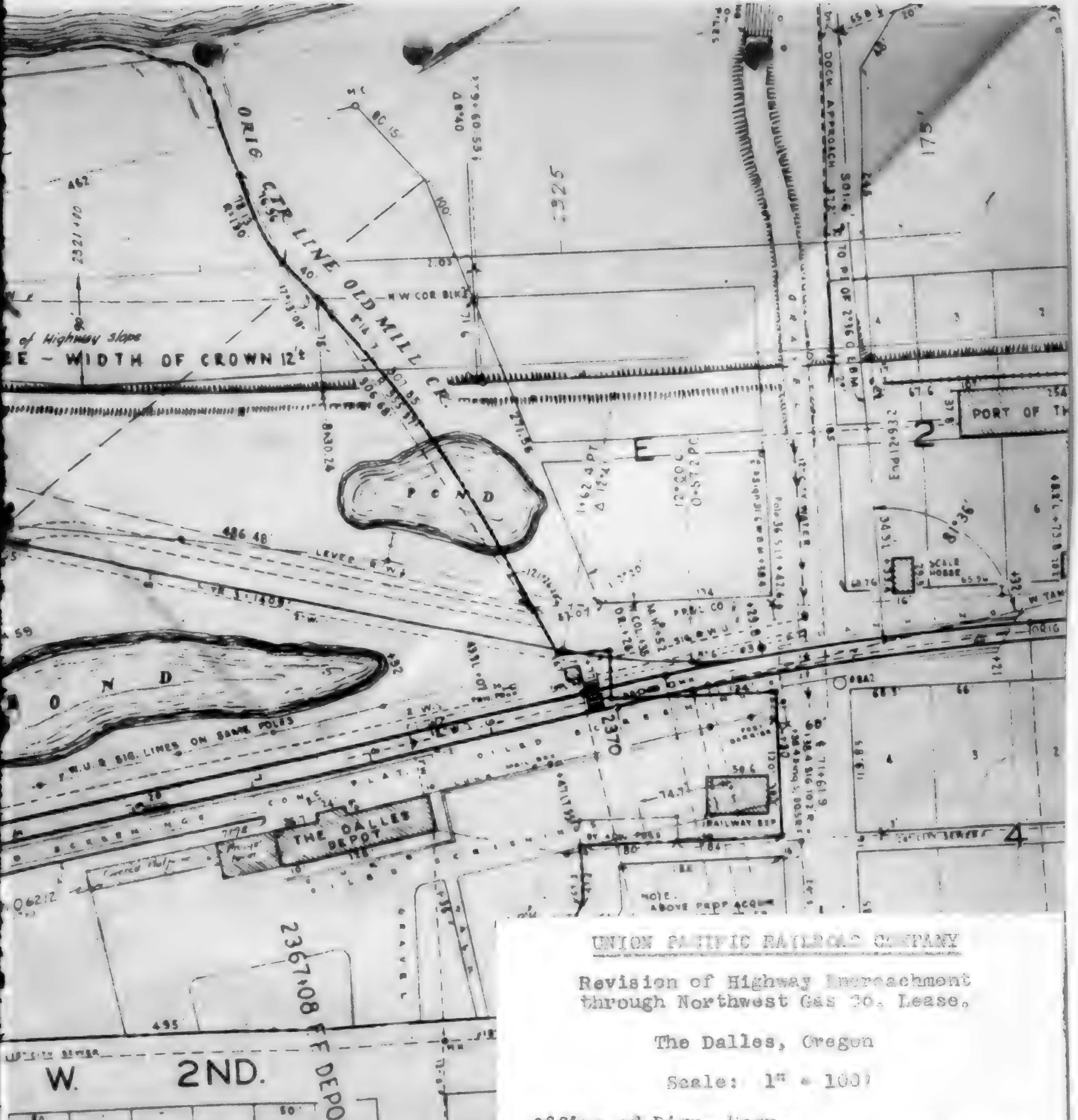
Revision
through N

The

Sc

Office of Div
Albina, Orego

Suggested Eas
Northwest Gas
Railroad Righ


ORIG CTR LINE OLD MILL CR.
of Highway slope
EE - WIDTH OF CROWN 12'
2325
175'
DOCK APPROACH
N.W. COR BLK
POND
E
2
PORT OF TH
SCALE HOUSE
LEVEE R/W
SIG. LINES ON SAME POLES
THE DALLES DEPOT
2370
RAILWAY EXP
NOTE. ABOVE PROP. ACQU
4
2367+08 F.F DEPOT 35.5' LT.
W. 2ND.
ST.

UNION PACIFIC RAILROAD COMPANY

Revision of Highway Encroachment
through Northwest Gas Co. Lease.

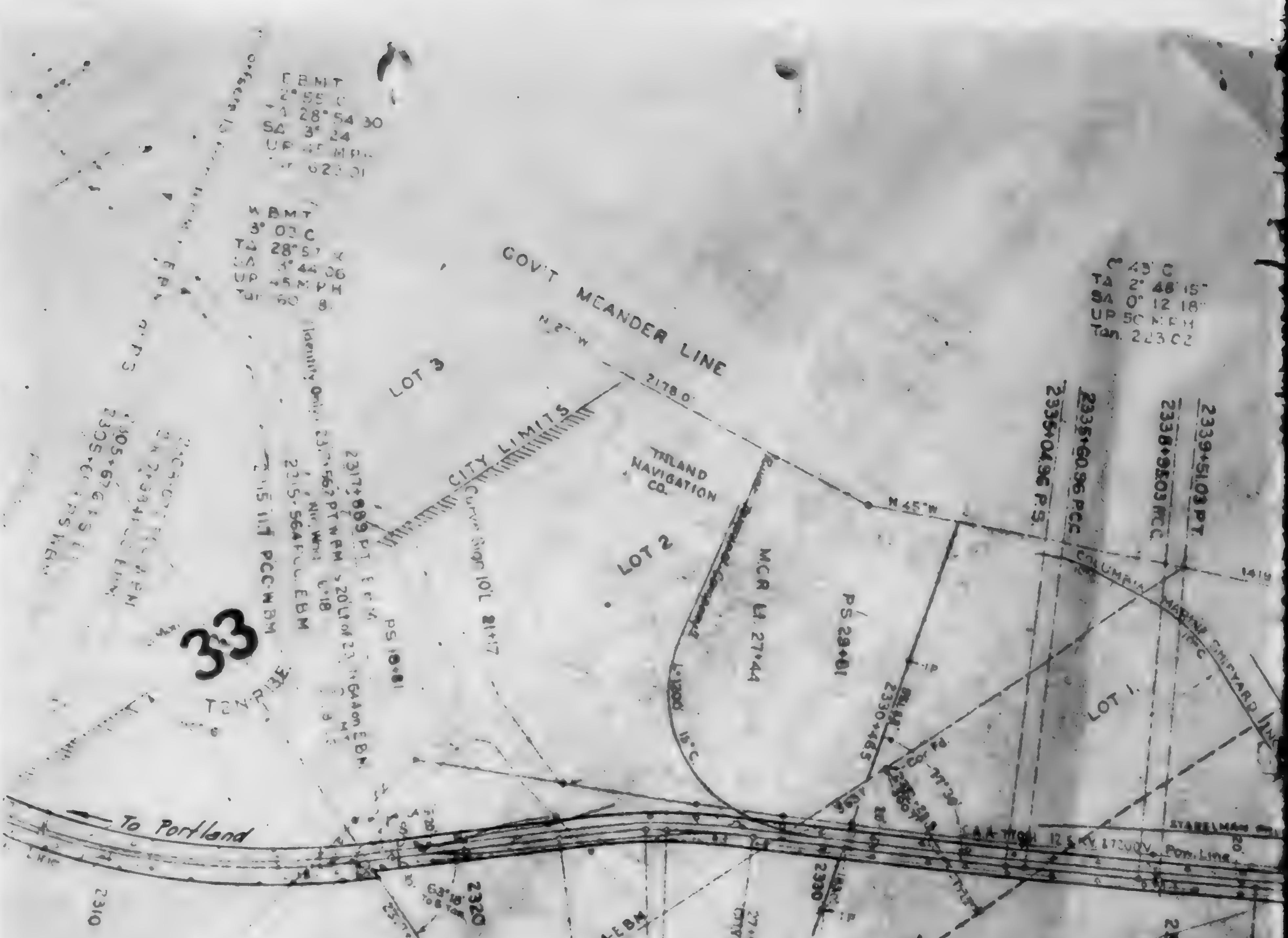
The Dalles, Oregon

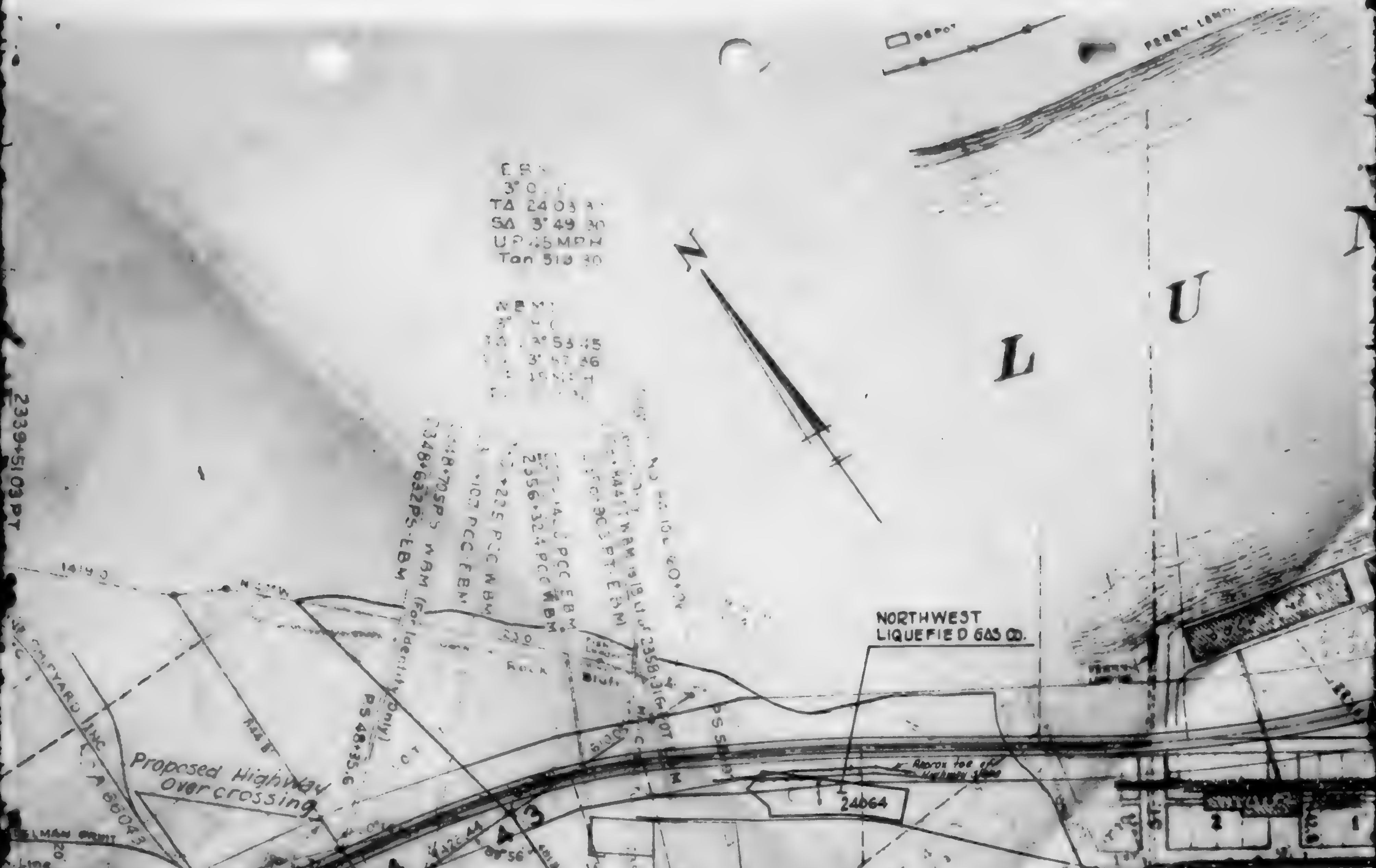
Scale: 1" = 100'

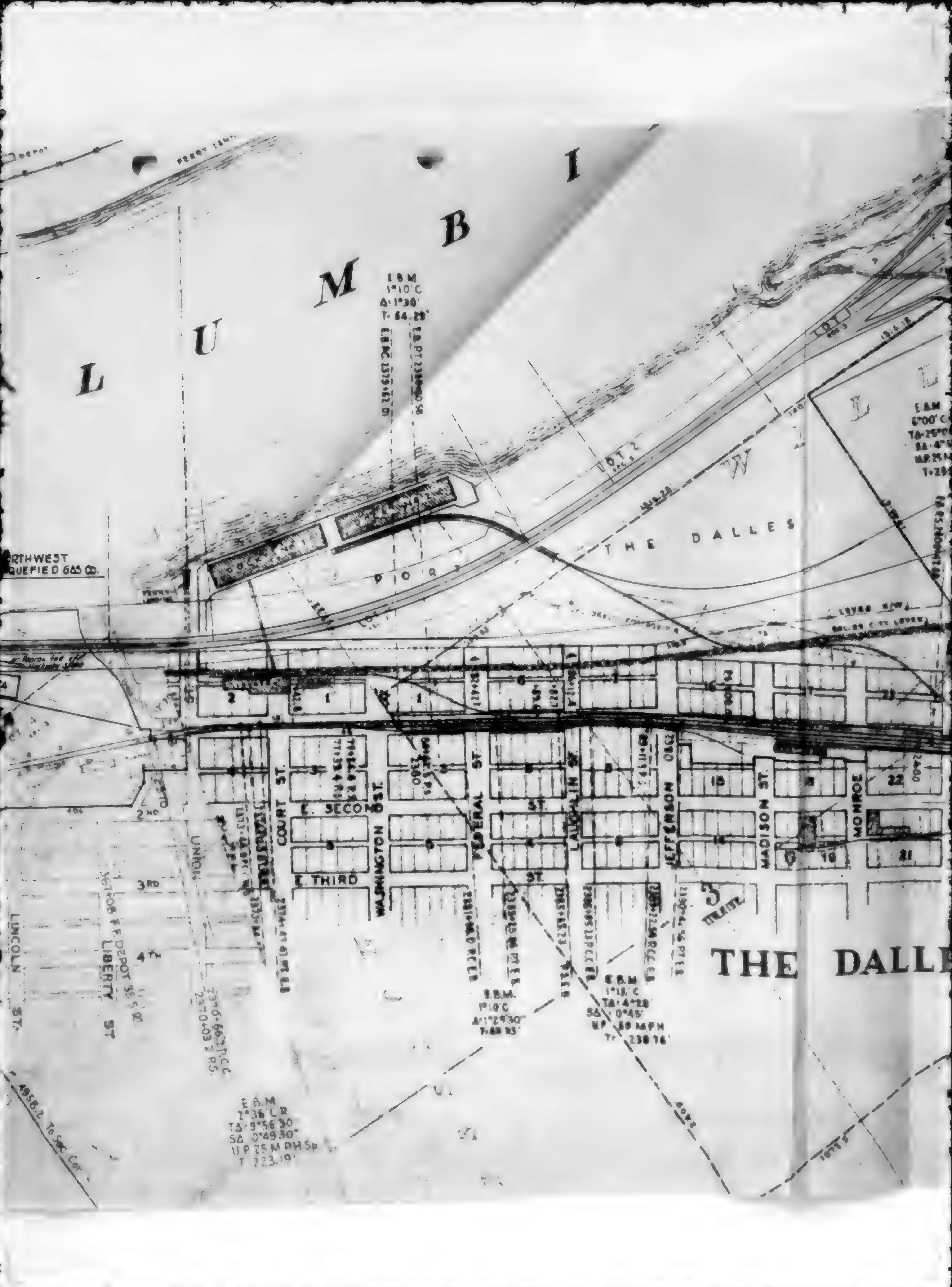
Office of Divn. Engr.
Albina, Oregon June 7, 1960

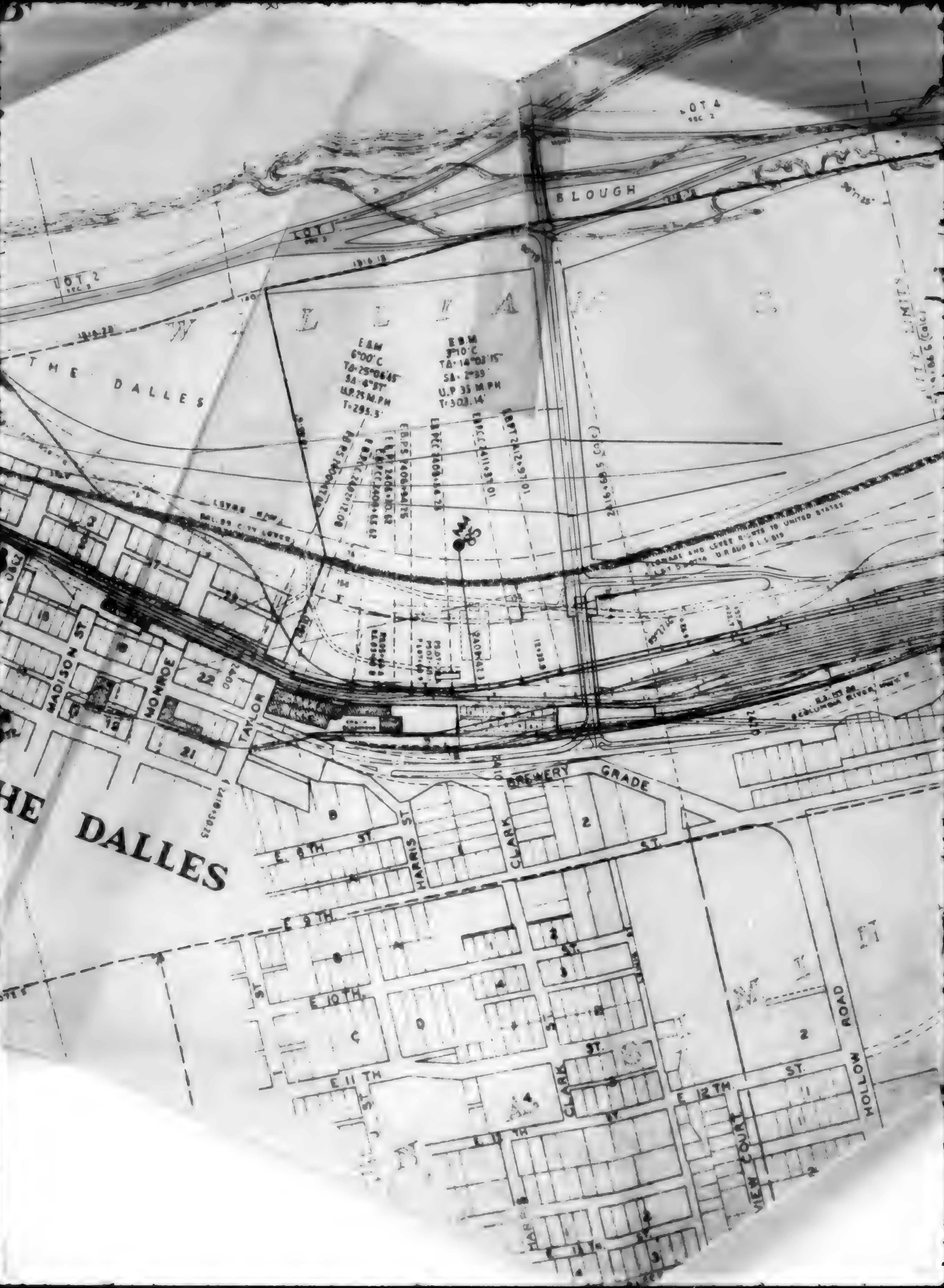
* LEGEND *

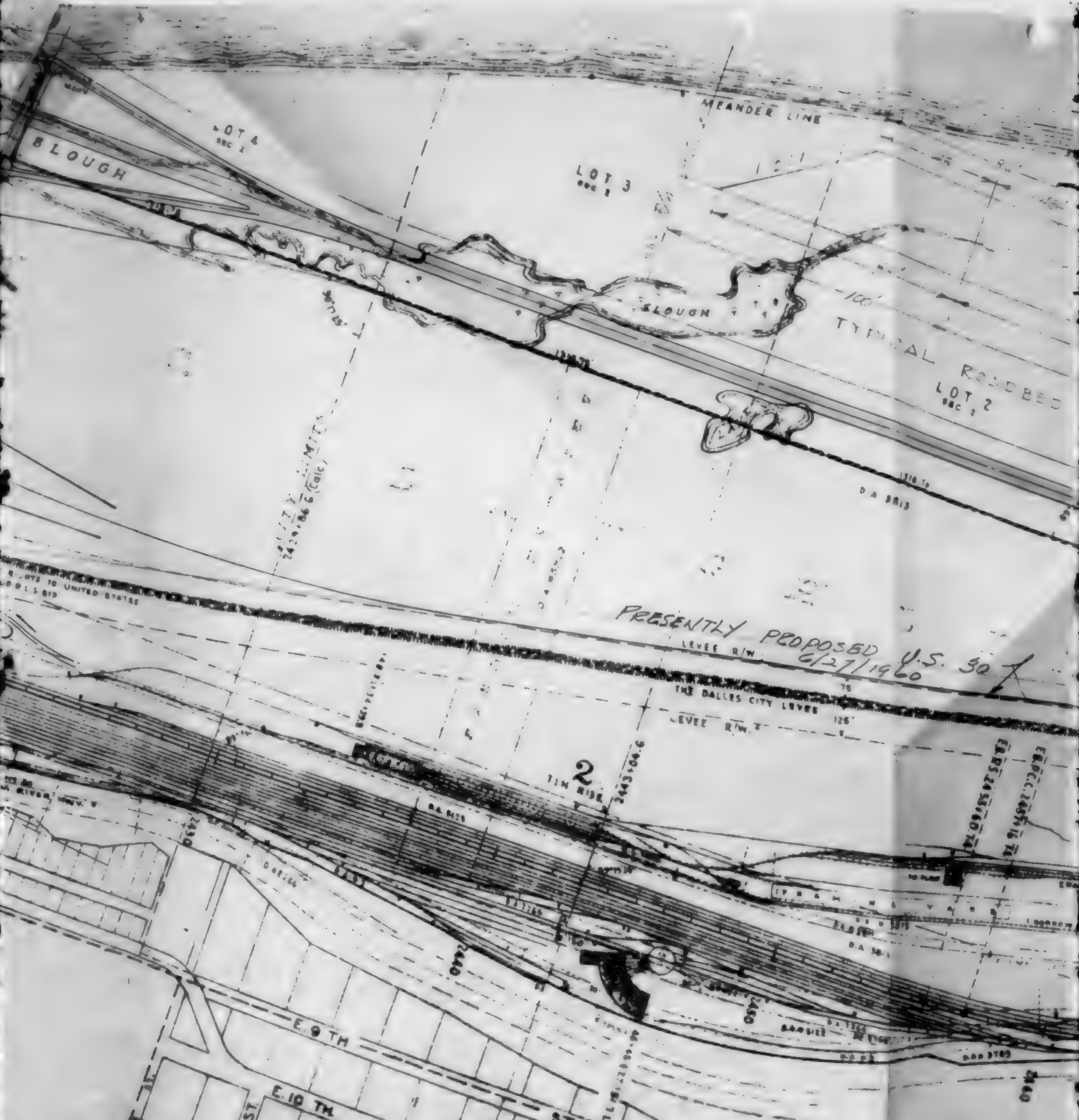
Suggested Easement Line...... Shown Yellow
Northwest Gas Co. Lease..... Outlined Violet
Railroad Right-of-Way..... " Red


E.B.M.T.
2° 55' C
TA 28° 54' 30"
SA 3° 24'
UP 45 MPH
W.B.M.T.
3° 03' C
TA 28° 57'
SA 3° 44' 06"
UP 45 MPH
GOV'T MEANDER LINE
N 27° W
2178.0'
LOT 3
CITY LIMITS
INLAND NAVIGATION CO.
LOT 2
N 45° W
MCR Lt. 27+44
PS 29+81
2° 45' C
TA 2° 48' 15"
SA 0° 12' 18"
UP 50 MPH
Tan. 223.02
2335+04.96 PS
2335+60.96 PCC
2338+98.03 PCC
2339+51.03 PT
COLUMBIA MARINE SHIPYARD INC
LOT 1
33
T2N R12E
2315 11.1 PCC-WBM
2315+56.4 PCC EBM
2317+88.9 PT
PS 19+81
Curve Sign 10' Lt. 21+17
2305+67
To Portland
C.A.A. HIGH 12.5 KV Pow. Line
STADELMAN
2310
2320
2330
2340
2328+64.4 EBM
2336+02.8 EBM
LOT 9
℄ COLUMBIA RIVER HIGHWAY
2314+70 ℄ Culv No 83.23
42" 24" C.I.P.
16+24 Wig Wag
16+81 C.G.
16+19 ℄ Plank Rd. Xing
15+67 C.G.
18+60 PS
2319+81 ℄ Culv No 83.3
60"-12" C.I.P.
2322+61.5 PS
2325+01.5 PCC
2328+03.5 PT
27+22 PS
LOT 10
4° 30' C
TA 13° 34' 45"
SA 5° 24'
UP 35 MPH
Tan. 271.87
METHODIST
2339+43 ℄ Culv No 83.71
48"-24" C.I.P.
39+46 Curve Sign 10' Rt.
2348+87.6 EBM
2342+23.1 PS
2304.43
E-W.M.

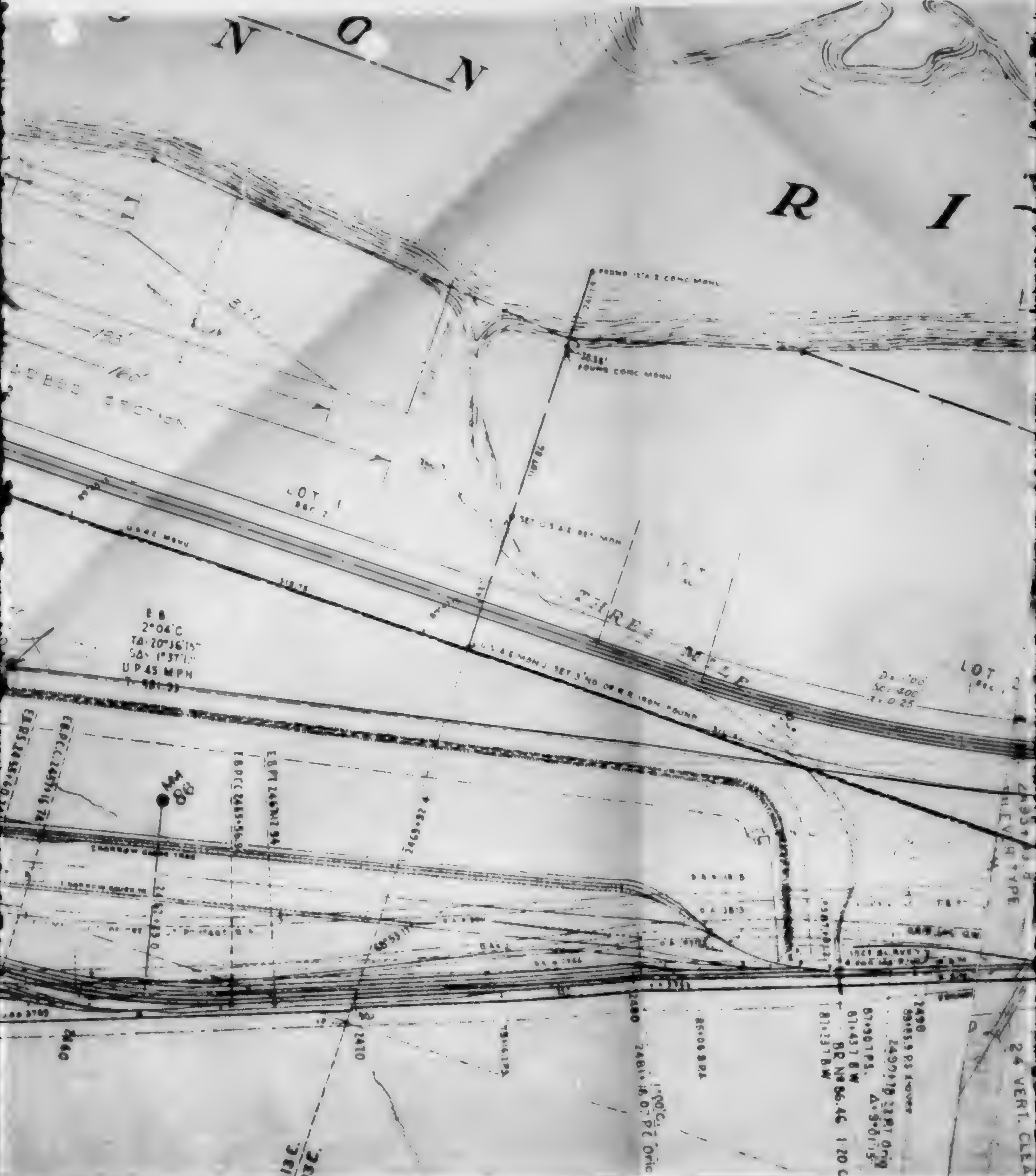

DEPOT
FERRY LAND.
E.B.M.
3°0
TA 24°03'
SΔ 3°49'30
U.P. 25 MPH
Tan 513.30
N
L
U
2339+51.03 PT
2348+63.2 P.S. E.B.M.
PS 48+35.6
Rock
Bluff
NORTHWEST
LIQUEFIED GAS CO.
Proposed Highway
Overcrossing
33.34
43
24064
2350
MISSION
2342+23.1 P.S.
2343+73.1 P.C.C
2345+82.9 P.C.C
2347+32.9 PT
43+69 S. Post Off
3°00 C.
TA 10°47'30"
SΔ 2°15'
U.P. 35 MPH
Tan 255.48
MM 2357+75
57+60 ¢ CULV. NO. 24.00
16"x15" DC Turn, Conc lined for 59
84
4958.2 To Sec. Cor.
LINCOLN ST.
LIBERTY ST
UNION
ST.
COURT ST.
2ND
3RD
4TH
E. THIRD
E.B.M.
2°36' C.R.
TΔ 9°56'30"
SΔ 0°49'30"
U.P. 25 MPH Sp
T 223.19'

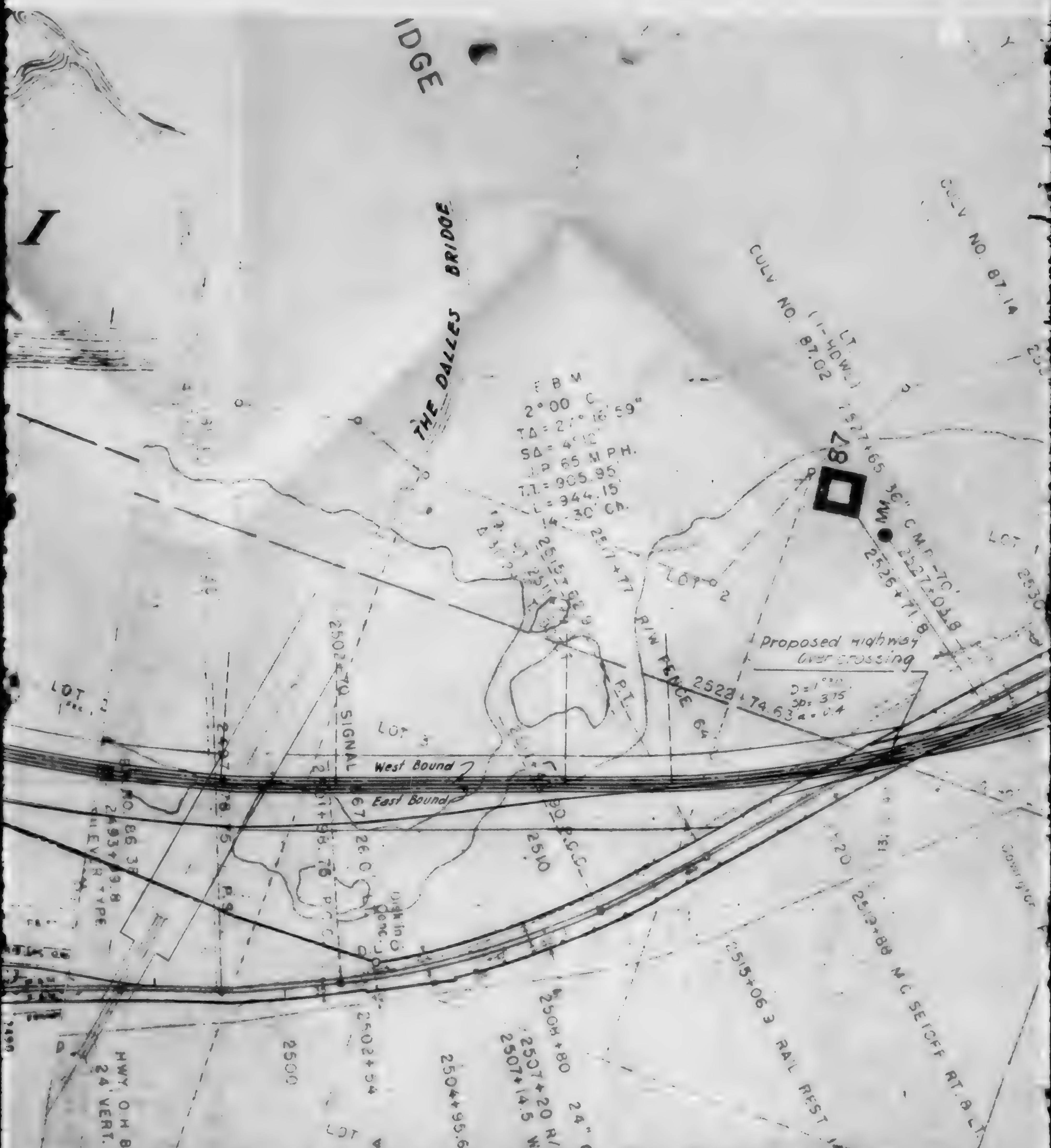

L U M B I
DEPOT
FERRY LDG.
E.B.M.
1°10' C
Δ 1°30'
T 64.29'
LOT 2
LOT 1
THE DALLES
PORT
W
E.B.M.
6°00' C
NORTHWEST
LIQUEFIED GAS CO.
2ND
3RD
4TH
UNION
LIBERTY ST
LINCOLN ST.
F.F. DEPOT
COURT ST.
E. SECOND ST.
E. THIRD
WASHINGTON ST.
FEDERAL ST.
LAUGHLIN ST.
JEFFERSON
MADISON ST.
MONROE
ST.
THE DALLE
E.B.M.
1°10' C
Δ 1°29'30"
T 63.93'
E.B.M.
1°15' C
TΔ 4°28'
SΔ 0°45'
U.P. 50 M.P.H.
T 238.16'
E.B.M.
2°36' C.R.
TΔ 9°56'30"
SΔ 0°49'30"
U.P. 25 M.P.H. Sp.
T 223.19'
To Sec. Cor.
1
2
3
4
5
6
7
8
9
10
13
14
15
18
19
21
22
23
2400

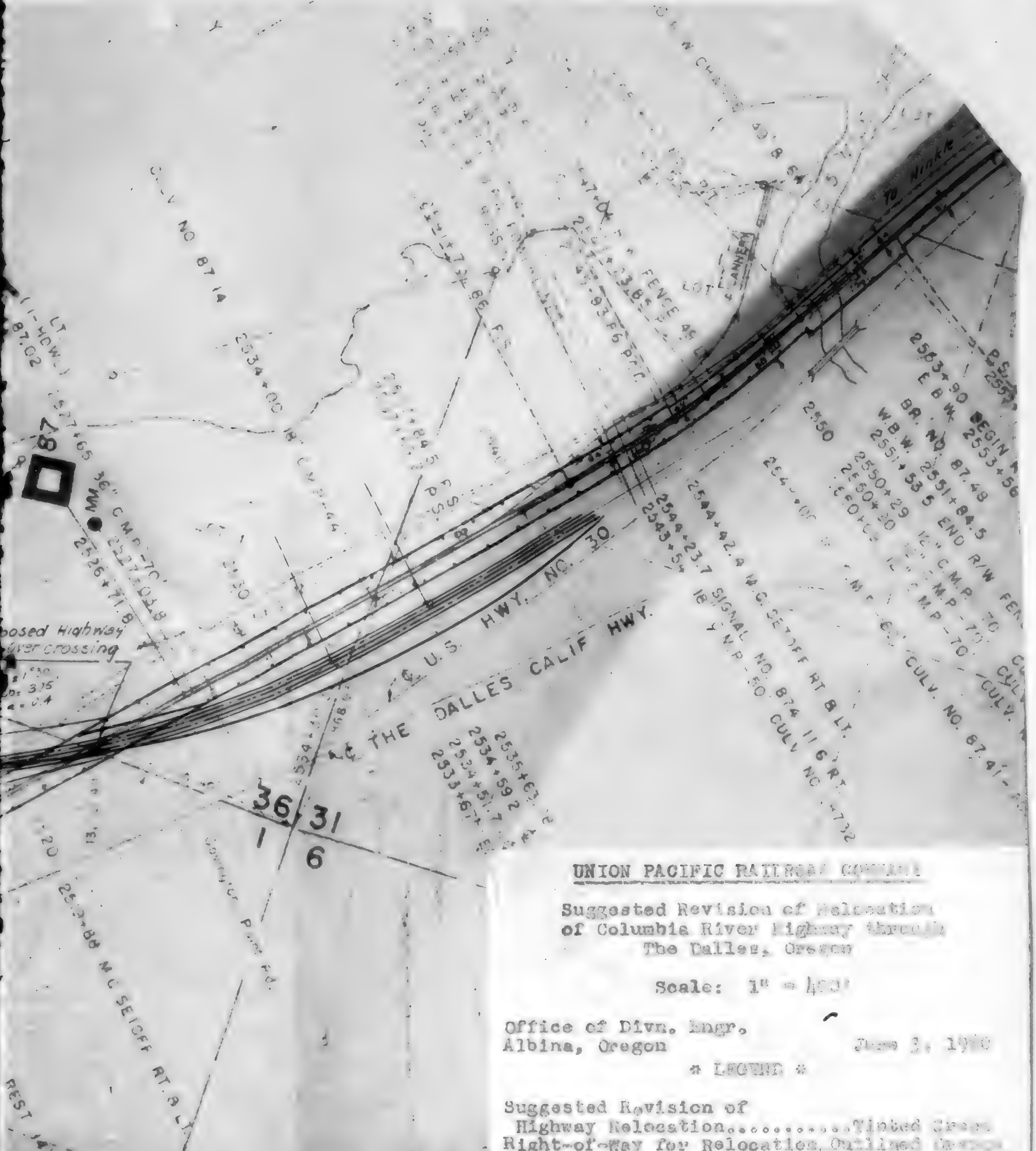

LOT 4 SEC 2
BLOUGH
LOT 1 SEC 3
LOT 2 SEC 3
THE DALLES
E.B.M.
6°00' C
TΔ 25°06'45"
SΔ 4°57'
U.P. 25 M.P.H
T 295.3'
E.B.M.
3°10' C
TΔ 14°03'15"
SΔ 2°33'
U.P 35 M.P.H
T 303.14'
MADISON ST
MONROE
TAYLOR
22
21
BREWERY GRADE
HARRIS ST
CLARK
E 8TH ST
E 9TH
E 10TH
E 11TH
E 12TH
ST.
VIEW COURT
HOLLOW ROAD
HARRIS
THE DALLES


MEANDER LINE
LOT 4
SEC 2
SLOUGH
LOT 3
SEC 2
SLOUGH
TYPICAL ROADBED
LOT 2
SEC 2
CITY LIMITS
24+10.66 (calc)
D.A. 3813
LEVEE R/W
75
THE DALLES CITY LEVEE
LEVEE R/W
125'
2
TIN BIDE
E. 9TH
E. 10TH
ST.
ST.
ROBERTS ST.
ST.
3 MILE ROAD

PRESENTLY PROPOSED U.S. 30
6/27/1960


N O N
R I
FOUND 1½" CONC MONU
FOUND CONC MONU
LOT 1
SEC 2
LOT
THREE MILE
LOT 2
SET U.S.A.E. REF. MONU
U.S.A.E. MONU
U.S.A.E. MONU SET 3' N.E. OF R.R. IRON FOUND
E B
2°04'C
TΔ 20°36'15"
SΔ 1°37'1"
UP 45 MPH
MM
86
NARROW GAUGE TRACK
2400
2410
2480
2490
24 VERT. CLEA
TYPE
BR No 86.46
1°20'C
2481+18.0 PC Orig


IDGE
I
THE DALLES BRIDGE
CULV NO. 87.14
CULV NO. 87.02
(1-4DW.) LT
2527+65
87
MI.
36" C.M.P.-70'
2527+03.8
2526+71.8
E B M
2°00' C.
TΔ = 27°16'59"
SΔ = 4°12'
65 M.P.H.
T.T. = 905.95
L = 944.15
14-30' CA.
LOT 2
LOT 3
LOT 4
LOT
P.T.
R/W FENCE 2522+74.63
Proposed Highway Overcrossing
West Bound
East Bound
2502+70 SIGNAL
2510
2501+98.78 P.C.
Orig'n Conc. D.L.C.
D.L.C.
HWY. O.H BRIDGE
24' VERT. CLEA.
2500
2502+54
M.C.
2504+95.6 R/W
2504+80
24" C.M.P.
2507+20 R/W FEN
2507+14.5 W. POST
2515+06.3 RAIL REST 14' RT.
2512+88 M.C. SETOFF RT. & LT.


To Hinkle
U.S. HWY. NO. 30
THE DALLES CALIF HWY.
Proposed Highway
River crossing
87
M.M.
36 31
1 6
CULV NO 87.14
2553+56 BEGIN R/W FENCE
2553+90 E.B.W.
BR. NO. 87.48
W.B.W. 2551+84.5
2551+53.5 END R/W FEN
2550
2550+29 12" C.M.P.-70'
2550+30 12" C.M.P.-70'
2544+42.4 M.C. SEIDOFF RT & LT.
2544+23.7 SIGNAL NO. 874 11.6 RT.
2543+5 18" V.P.-50 CULV NO. 87.32
2534+00 18" C.M.P.-44
2527+65 16" C.M.P.-70'
2526+71.8
2535+63.2
2534+59.2
2534+51.7
2533+6
2523+88 M.C. SEIDOFF RT. & LT.
FENCE
P.S.
F.S.
REST 34' RT.
LT.
87.02
CULV. NO. 87.41
LOT

UNION PACIFIC RAILROAD COMPANY

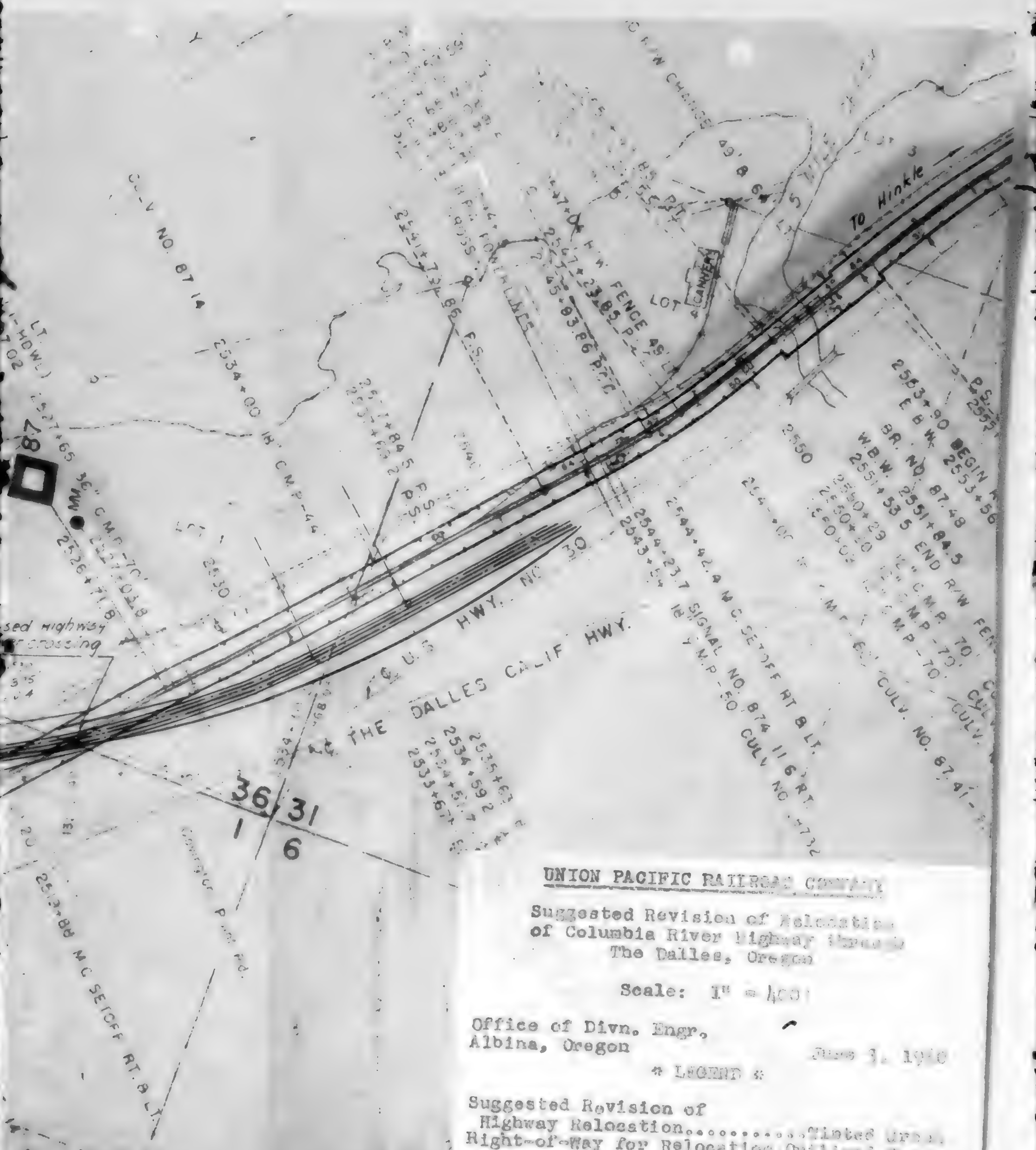
Suggested Revision of Relocation
of Columbia River Highway through
The Dalles, Oregon

Scale: 1" = 400'

Office of Divn. Engr.
Albina, Oregon June 3, 1930

* LEGEND *

Suggested Revision of
Highway Relocation............Tinted Green
Right-of-Way for Relocation..Outlined Orange
Railroad Right-of-Way .... " Red


To Hinkle
CANNERY
LOT
FENCE
R/W CHANGE
P.S.
F.S.
POWER LINES
U.S. HWY. NO. 30
THE DALLES CALIF. HWY.
Proposed Highway crossing
36 31
1 6
SIGNAL NO. 874
2563+90 BEGIN R/W FENCE
2553+56
E.B.W.
BR. NO. 87.48
W.B.W. 2551+84.5
2551+53.5 END R/W FENCE
CULV. NO. 87.41
2544+42.4 M.C. SETOFF RT. & LT.
2544+23.7
2543+54
2534+00 18" C.M.P.
CULV. NO. 87.14
2535+63
2534+59.2
2534+51.7
2533+67
2526+71.8
2527+65
36" C.M.P.
MP
2513+88 M.C. SETOFF RT. & LT.
14' RT.
87

UNION PACIFIC RAILROAD COMPANY

Suggested Revision of Relocation
of Columbia River Highway through
The Dalles, Oregon

Scale: 1" = 400'

Office of Divn. Engr.
Albina, Oregon

June 3, 19[illegible]

* LEGEND *

Suggested Revision of
Highway Relocation..............Tinted Green
Right-of-Way for Relocation.Outlined Orange
Railroad Right-of-Way .... " Red

RECEIVED
1960
FOR FILING

1-80N-3(19)84

[illegible] 197

Spec.

The Dalles-Big Eddy Sec.

June 9, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

In accordance with your request of June 7, I am sending you, under separate cover, plans and maps which you have requested. These are as follows:

The Dalles-Big Eddy Section, Columbia River Highway, Parts 1 and 2 of Drawing 8B-10-19.

Drawing 8776-B - Layout and Elevation of Crossing East of The Dalles.

Drawing 15878 - Vicinity Map of Crossing East of The Dalles.

Drawing 8804-A - Brewery Grade Overcrossing.

Drawing 15499 - Vicinity Map of Brewery Grade Overcrossing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JUNE 7, 1960

Ref. File D 315-2-93

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Ass't. State Highway Engineer

Dear Sir:

The Dalles-Big Eddy Section,
Columbia River Highway

This will acknowledge receipt of your letter of June 1st transmitting maps and descriptions covering relocation of highway from west of The Dalles to a point east of 15-Mile Creek.

Will you please furnish me four (4) additional prints of the Drawings which accompanied your letter, these are:

The Dalles-Big Eddy Section, Columbia River Highway, Parts 1 and 2 of Drawing 8B-10-19.
Drawing 8776-B - Layout and elevation of the crossing east of The Dalles.
Drawing 15878 - Vicinity map of the above overcrossing.
Drawing 8804-A - Brewery grade overcrossing.
Drawing 15499 - Vicinity map of the above overcrossing.

Yours very truly,

G H Baker
G. H. Baker,
Superintendent

RECEIVED
[illegible]
[illegible]

1-44N [illegible]
#2347

File No. 30557

OREGON STATE HIGHWAY COMMISSION

Grantor O. W. R. & N. Company Mail Address

Mail Address

Section The Dalles-Big Eddy & The Dalles/By Pass Highway Columbia River

County Wasco Purpose R/W Agent JS 5-9-60 8B-10-19

REAL ESTATE OPTION

IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, or repair the portion of the highways of the State for which the real property hereinafter described is necessary, or, to improve, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to us or to the public, we the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to wit:

PARCEL NO. 1

A parcel of land lying in the SW¼ of Section 34, Township 2 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being that portion of said SW¼ lying Easterly of that tract of land described in that deed to Mid-Columbia Terminal, recorded in Book 126, Page 195 of Wasco County Deed Records and included in a strip of land variable in width, lying on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2304+83.10, said Station being 1551.57 feet North and 2396.16 feet West of the Northwest corner of the William C. Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M.; thence on a spiral curve right (the long chord of which bears South 77° 12' 30" East) 600 feet; thence on a 1909.86 foot radius curve right (the long chord of which bears South 68° 03' 15" East) 210.28 feet; thence on a spiral curve right (the long chord of which bears South 58° 54' East) 600 feet; thence South 55° 54' East, 1350.15 feet; thence on a spiral curve left (the long chord of which bears South 56° 26' East) 400 feet; thence on a 7161.97 foot radius curve left (the long chord of which bears South 78° 18' East) 5200 feet; thence on a spiral curve left (the long chord of which bears North 79° 50' East) 400 feet to Station 2392+43.53 Back equals 2393+54.32 Ahead; thence North 79° 18' East, 4367.41 feet; thence on a spiral curve left (the long chord of which bears North 78° 38' East) 400 feet; thence on a 5729.58 foot radius curve left (the long chord of which bears North 71° 19' 30" East) 1195 feet; thence on a spiral curve left (the long chord of which bears North 64° 01' East) 400 feet; thence North 63° 21' East, 783.27 feet to Station 2465+00, said center line crosses the Easterly line of said Mid-Columbia Terminal tract and the South line of said SW¼ of Section 34 approximately at Stations 2308+55 and 2311+00, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
2304+83.10	2310+83.10	130 feet in a straight line to 110 feet	
2310+83.10	2312+93.38	110 feet	
2312+93.38	2316+00	110 feet in a straight line to 150 feet	
2304+83.10	2310+83.10		110 feet in a straight line to 100 feet
2310+83.10	2312+93.38		100 feet
2312+93.38	2318+93.38		100 feet in a straight line to 90 feet

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.2 acres.

PARCEL NO. 2

Mail Address

Section The Dalles-Big Eddy & The Dalles/By Pass Highway Columbia River

County Wasco Purpose R/W Agent JS 5-9-60 8B-10-19

REAL ESTATE OPTION

IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, or repair the portion of the highways of the State for which the real property hereinafter described is necessary, or, to improve, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to us or to the public, we the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to wit:

PARCEL NO. 1

A parcel of land lying in the SW¼ of Section 34, Township 2 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being that portion of said SW¼ lying Easterly of that tract of land described in that deed to Mid-Columbia Terminal, recorded in Book 126, Page 195 of Wasco County Deed Records and included in a strip of land variable in width, lying on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2304+83.10, said Station being 1551.57 feet North and 2396.16 feet West of the Northwest corner of the William C. Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M.; thence on a spiral curve right (the long chord of which bears South 77° 12' 30" East) 600 feet; thence on a 1909.86 foot radius curve right (the long chord of which bears South 68° 03' 15" East) 210.28 feet; thence on a spiral curve right (the long chord of which bears South 58° 54' East) 600 feet; thence South 55° 54' East, 1350.15 feet; thence on a spiral curve left (the long chord of which bears South 56° 26' East) 400 feet; thence on a 7161.97 foot radius curve left (the long chord of which bears South 78° 18' East) 5200 feet; thence on a spiral curve left (the long chord of which bears North 79° 50' East) 400 feet to Station 2392+43.53 Back equals 2393+54.32 Ahead; thence North 79° 18' East, 4367.41 feet; thence on a spiral curve left (the long chord of which bears North 78° 38' East) 400 feet; thence on a 5729.58 foot radius curve left (the long chord of which bears North 71° 19' 30" East) 1195 feet; thence on a spiral curve left (the long chord of which bears North 64° 01' East) 400 feet; thence North 63° 21' East, 783.27 feet to Station 2465+00, said center line crosses the Easterly line of said Mid-Columbia Terminal tract and the South line of said SW¼ of Section 34 approximately at Stations 2308+55 and 2311+00, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to	Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
2304+83.10	2310+83.10	130 feet in a straight line to 110 feet	
2310+83.10	2312+93.38	110 feet	
2312+93.38	2316+00	110 feet in a straight line to 150 feet	
2304+83.10	2310+83.10		110 feet in a straight line to 100 feet
2310+83.10	2312+93.38		100 feet
2312+93.38	2318+93.38		100 feet in a straight line to 90 feet

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.2 acres.

PARCEL NO. 2

A parcel of land lying in the NW¼ of Section 3, Township 1 North, Range 13 East, W.M., Wasco County, Oregon, and being a portion of that property described in that deed to Oregon Railway & Washington Navigation Co., recorded in Book J, Page 755, of Wasco County Records of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described in Parcel #1, said center line crosses the North and Easterly lines of said property approximately at Stations 2311+00 and 2322+80, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
2304+83.10	2310+83.10	130 feet in a straight line to 110 feet	
2310+83.10	2312+93.38	110 feet	
2312+93.38	2316+00	110 feet in a straight line to 150 feet	
2316+00	2322+00	150 feet in a straight line to 175 feet	
2322+00	2328+00	175 feet	
2304+83.10	2310+83.10		110 feet in a straight line to 100 feet
2310+83.10	2312+93.38		100 feet
2312+93.38	2318+93.38		100 feet in a straight line to 90 feet
2318+93.38	2330+00		90 feet

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone)

The parcel of land to which this description applies contains 6.5 acres.

PARCEL NO. 3

A parcel of land lying in the William C. Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M., Wasco County, Oregon, the said parcel being that portion of said D.L.C. #38 lying Easterly of that tract of land described in that deed to the Port of The Dalles, recorded in Book 88, Page 609 of Wasco County Deed Records, lying Northerly of the main track of the O. W. R. & N. Company and included in a strip of land variable in width, lying on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described in Parcel #1, said center line crosses the Easterly line of said Port of The Dalles tract and the North line of said D.L.C. #38 approximately at Stations 2355+35 and 2436+70, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
2343+00	2356+00	210 feet in a straight line to 230 feet	
2356+00	2365+00	230 feet in a straight line to 500 feet	
2365+00	2368+00	500 feet in a straight line to 540 feet	
2368+00	2373+00	280 feet in a straight line to 165 feet	
2373+00	2375+00	165 feet in a straight line to 140 feet	
2375+00	2382+00	140 feet in a straight line to 100 feet	
2382+00	2387+00	100 feet in a straight line to 110 feet	
2387+00	2430+00	110 feet	
2430+00	2442+50	110 feet in a straight line to 175 feet	
2442+50	The Easterly line of The Dalles Br. Rd.	175 feet in a straight line to 375 feet	
2350+00	2356+00		125 feet in a straight line to 135 feet
2356+00	2365+00		135 feet in a straight line to 330 feet
2365+00	2373+00		330 feet in a straight line to 150 feet
2373+00	2382+00		[illegible]

said property approximately at Stations 2311+00 and 2322+80, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
2304+83.10	2310+83.10	130 feet in a straight line to 110 feet	
2310+83.10	2312+93.38	110 feet	
2312+93.38	2316+00	110 feet in a straight line to 150 feet	
2316+00	2322+00	150 feet in a straight line to 175 feet	
2322+00	2328+00	175 feet	
2304+83.10	2310+83.10		110 feet in a straight line to 100 feet
2310+83.10	2312+93.38		100 feet
2312+93.38	2318+93.38		100 feet in a straight line to 90 feet
2318+93.38	2330+00		90 feet

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone)

The parcel of land to which this description applies contains 6.5 acres.

PARCEL NO. 3

A parcel of land lying in the William C. Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being that portion of said D.L.C. #38 lying Easterly of that tract of land described in that deed to the Port of The Dalles, recorded in Book 88, Page 609 of Wasco County Deed Records, lying Northerly of the main track of the O. W. R. & N. Company and included in a strip of land variable in width, lying on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described in Parcel #1, said center line crosses the Easterly line of said Port of The Dalles tract and the North line of said D.L.C. #38 approximately at Stations 2355+35 and 2436+70, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
2343+00	2356+00	210 feet in a straight line to 230 feet	
2356+00	2365+00	230 feet in a straight line to 500 feet	
2365+00	2368+00	500 feet in a straight line to 540 feet	
2368+00	2373+00	280 feet in a straight line to 165 feet	
2373+00	2375+00	165 feet in a straight line to 140 feet	
2375+00	2382+00	140 feet in a straight line to 100 feet	
2382+00	2387+00	100 feet in a straight line to 110 feet	
2387+00	2430+00	110 feet	
2430+00	2442+50	110 feet in a straight line to 175 feet	
2442+50	The Easterly line of The Dalles Br. Rd.	175 feet in a straight line to 375 feet	
2350+00	2356+00		125 feet in a straight line to 135 feet
2356+00	2365+00		135 feet in a straight line to 330 feet
2365+00	2373+00		330 feet in a straight line to 150 feet
2373+00	2382+00		150 feet in a straight line to 110 feet
2382+00	2384+00		110 feet in a straight line to 100 feet

(widths cont'd.)

Station	to	Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
2384+00		2388+43.53		100 feet in a straight line to 70 feet
2388+43.53		2433+00		70 feet
2433+00		2435+00		70 feet taper to 125 feet
2435+00		The Easterly line of The Dalles Br. Rd.		125 feet in a straight line to 350 feet
The Easterly line of The Dalles Br. Rd.		2451+00		350 feet in a straight line to 190 feet

EXCEPT that portion of said strip of land lying in the County Road known as The Dalles Bridge Road location.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 54.0 acres.

PARCEL NO. 4

A parcel of land lying in the E½ of Section 3, Township 1 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being a strip of land extending from the Southerly line of Parcel #3 to a line at right angles to the center line of the connection between the existing Columbia River Highway and the relocated Columbia River Highway, at Station "C" 23+50, said strip of land being 200 feet in width, 100 feet on each side of the center line of said connection, which connection center line is described as follows:

Beginning at Engineer's center line Station "C" 29+86.22 which Station equals Station 2365+48.91 on the center line of said relocated Columbia River Highway, said Station also being 975.70 feet South and 3043.73 feet East of the Northwest corner of the William C. Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M.; thence South 7° 29' 31" West, 636.22 feet to Station 23+50.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.49 acres.

PARCEL NO. 5

A parcel of land lying in Section 3 and in Section 2, Township 1 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being a strip of land extending from the Easterly line (and its Southerly extension) of Block 4, Annex to Lord and Laughlin's Addition to Dalles City to a line lying at right angles to "W" center line at Station 24+86.75, said strip of land being variable in width, lying on the Northerly side of the center line of the "W" line, which center line is described as follows:

Beginning at Engineer's center line Station "W" 1+51.52, which Station is opposite and 11.77 feet Northerly of the as constructed center line of the existing Columbia River Highway, said Station also being 87.82 feet South and 96.92 feet East of the most Westerly corner of Block 24 of Laughlin's Addition to Dalles City; thence on a 1273.24 foot radius curve left (the long chord of which bears South 68° 32' 20" East) 490.41 feet; thence on a decreasing spiral curve left (the long chord of which bears South 86° 19' 23" East) 450 feet; thence South 89° 41' 53" East, 75.65 feet; thence on a spiral curve right (the long chord of which bears South 88° 01' 53" East) 200 feet; thence on a 1145.92 foot radius curve right (the long chord of which bears South 83° 53' 48" East) 32.06 feet; thence on a spiral curve right (the long chord of which bears South 79° 45' 43" East) 200 feet; thence South 78° 05' 43" East, 109.88 feet; thence on a spiral curve left (the long chord of which bears South 79° 05' 43" East) 200 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears South 86° 45' 13" East) 377.23 feet; thence on a spiral curve left (the long chord of which bears North 85° 35' 16" East) 200 feet to Station "W" 24+86.75 equals Station 24+86.75 on the as constructed center line of the existing Columbia River Highway.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly Side of Center Line
"W" 4+50		"W" 10+91.93	50 feet
"W" 10+91.93		"W" 11+67.58	50 feet taper to 45 feet
"W" 11+67.58		"W" 15+99.64	45 feet
"W" 15+99.64		"W" 19+09.52	45 feet in a straight line to 65 feet
"W" 19+09.52		"W" 24+86.75	65 feet in a straight line to the Northerly line of existing Columbia River Highway

ALSO that portion of said subdivisions lying between said "W" center line and the Northerly line of the existing Columbia River Highway.

EXCEPT that tract of land described in that deed to Fred G. Mauser and Irene M. Mauser, recorded in Book 102, Page 379 of Wasco County Deed Records.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.84 acres.

fd/jf

The State Highway Commission shall have the irrevocable right, at any time within six (6) .... months from the date hereof, to accept this option, and we agree to deliver to the State of Oregon, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, **including taxes due and payable during the fiscal tax year in which the deed for the said real estate is delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken** and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Unless stated to the contrary herein, the conveyance shall include all buildings, fixtures, emblements and appurtenances to the land herein described. It is further understood and agreed that we will furnish, without cost to the State, good and merchantable title, as a condition precedent to the making of compensation. Upon delivery of said deed, and the clearing of title satisfactory to the State, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid the sum of

.. DOLLARS ($................................)

(including $.. for constructing fence.... and $.. for removing or

replacing improvements ....)

as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the State shall do the following things, and it is expressly understood that the State shall not be obligated further than in this option expressly stated:

In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then

"W" 4+50	"W" 10+91.93	50 feet
"W" 10+91.93	"W" 11+67.58	50 feet taper to 45 feet
"W" 11+67.58	"W" 15+99.64	45 feet
"W" 15+99.64	"W" 19+09.52	45 feet in a straight line to 65 feet
"W" 19+09.52	"W" 24+86.75	65 feet in a straight line to the Northerly line of existing Columbia River Highway

ALSO that portion of said subdivisions lying between said "W" center line and the Northerly line of the existing Columbia River Highway.

EXCEPT that tract of land described in that deed to Fred G. Mauser and Irene M. Mauser, recorded in Book 102, Page 379 of Wasco County Deed Records.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.84 acres.

fd/jf

The State Highway Commission shall have the irrevocable right, at any time within six (6) .... months from the date hereof, to accept this option, and we agree to deliver to the State of Oregon, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, **including taxes due and payable during the fiscal tax year in which the deed for the said real estate is delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken** and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Unless stated to the contrary herein, the conveyance shall include all buildings, fixtures, emblements and appurtenances to the land herein described. It is further understood and agreed that we will furnish, without cost to the State, good and merchantable title, as a condition precedent to the making of compensation. Upon delivery of said deed, and the clearing of title satisfactory to the State, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid the sum of

.. DOLLARS ($..............................)

(including $.. for constructing fence.... and $.. for removing or

replacing improvements ....)

as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the State shall do the following things, and it is expressly understood that the State shall not be obligated further than in this option expressly stated:

In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move said fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. State may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that any building, or other item proposed to be moved is destroyed or damaged, before moving, to an extent sufficient to render the same unusable, the State shall not be obligated to make payment for the cost of moving or re-establishing the same. State may withhold that part of the cash consideration representing the cost of moving until the land conveyed has been cleared of improvements to be moved.

In the event that this option is accepted, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

It is understood and agreed that any instrument or conveyances which may be required to complete the purchase shall contain provisions substantially as follows, to wit:

As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future, or potential common law or statutory abutter's easements of access between the right of way of the public way identified as the .... Highway .... and all of the Grantors' remaining real property consisting of all parcels contiguous one to another, whether acquired by separate conveyances or otherwise, all of which parcels either adjoin the real property conveyed by this instrument, or are connected thereto by other parcels owned by Grantors.

(Crossing for Farm Purposes)

Reserving, so long as any portions of the said remaining property on both sides of the said highway and served by such crossing are held by a single ownership, the right to establish, maintain and use a crossing of a width of .... feet at Highway Engineer's Station .... for farm purposes only. The construction of a frontage road or roads shall not defeat the right of crossing.

(Right of Access)

Reserving, for service of the said remaining property, right of access from Grantors' remaining property to said highway of a width of twenty-five (25) .... feet at each of the following places and for the following purposes only:

Hwy. Engr's Sta.	Side of Hwy.	Purpose

(Suspension of Access)

If, after written notice to desist, the Grantors, or any person holding under them, shall use any of said rights of access, including crossings, for any purpose not stated for that particular place, or shall permit or suffer any person to do so, such right of access shall automatically be suspended. The Grantee shall thereupon have the right to close such place of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the Grantee that the place of access will be used only for the purpose hereinabove stated, ~~provided, however, that the Grantee may [illegible] require a bond with sureties satisfactory to the Grantee in an amount not in excess of $1,000.00, conditioned upon [illegible] compliance with the above provisions concerning the use of access at said place.~~ The Grantee's rights to close such place of access ~~and require a bond~~ shall be continuing as to each succeeding use for a purpose not herein stated.

Deleted by State Highway Commission 4-4-57

(Present Frontage Road)

Grantee shall construct or otherwise provide a frontage road within the boundaries of any present or hereafter acquired right of way on the .... side........ of the highway, and the Grantors, their heirs and assigns, shall have access to the frontage road or roads for any purpose. Said frontage road or roads shall be connected to the main highway, or to other public ways, only at such places as the Grantee may select.

(Future Frontage Road)

Grantee has the right to construct or otherwise provide at any future time a frontage road or roads within the boundaries of any present or hereafter acquired right of way; whereupon, all rights of access hereinabove reserved to and from the highway that are on or adjacent to any such frontage road or roads shall cease, but the Grantors, their heirs and assigns, shall have access to the frontage road or roads for any purpose. Said frontage road or roads shall be connected to the main highway, or to other public ways, only at such places as the Grantee may select.

It is expressly intended that these covenants, burdens and restrictions shall run with the land and shall forever bind the Grantors, their heirs and assigns.

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the State in connection with the real property herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The State shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. **No statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of the State Highway Department shall be binding on, or of any effect against, the State or the State Highway Commission.**

The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option, and expressly agree that the consideration recited herein constitutes complete just compensation for the real property described above, including any and all damages which may result from the use of said real property and the construction, reconstruction or improvement of the highway. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived.

Dated this .... day of ...., 19........

Witnesses: .... [SEAL]

.... [SEAL]

[SEAL]

the real property herein covered the following items and to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

It is understood and agreed that any instrument or conveyances which may be required to complete the purchase shall contain provisions substantially as follows, to wit:

As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future, or potential common law or statutory abutter's easements of access between the right of way of the public way identified as the .... Highway .... and all of the Grantors' remaining real property consisting of all parcels contiguous one to another, whether acquired by separate conveyances or otherwise, all of which parcels either adjoin the real property conveyed by this instrument, or are connected thereto by other parcels owned by Grantors.

(Crossing for Farm Purposes) Reserving, so long as any portions of the said remaining property on both sides of the said highway and served by such crossing are held by a single ownership, the right to establish, maintain and use a crossing of a width of .... feet at Highway Engineer's Station .... for farm purposes only. The construction of a frontage road or roads shall not defeat the right of crossing.

(Right of Access) Reserving, for service of the said remaining property, right of access from Grantors' remaining property to said highway of a width of twenty-five (25) .... feet at each of the following places and for the following purposes only:

Hwy. Engr's Sta.	Side of Hwy.	Purpose

(Suspension of Access) If, after written notice to desist, the Grantors, or any person holding under them, shall use any of said rights of access, including crossings, for any purpose not stated for that particular place, or shall permit or suffer any person to do so, such right of access shall automatically be suspended. The Grantee shall thereupon have the right to close such place of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the Grantee that the place of access will be used only for the purpose hereinabove stated~~, provided, however, that the Grantee may then require a bond with sureties satisfactory to the Grantee in an amount not in excess of $1,000.00, conditioned upon faithful compliance with the above provisions concerning the use of access at said place~~. The Grantee's rights to close such place of access ~~and require a bond~~ shall be continuing as to each succeeding use for a purpose not herein stated.

Deleted by State Highway Commission 4-4-57

(Present Frontage Road) Grantee shall construct or otherwise provide a frontage road within the boundaries of any present or hereafter acquired right of way on the .... side........ of the highway, and the Grantors, their heirs and assigns, shall have access to the frontage road or roads for any purpose. Said frontage road or roads shall be connected to the main highway, or to other public ways, only at such places as the Grantee may select.

(Future Frontage Road) Grantee has the right to construct or otherwise provide at any future time a frontage road or roads within the boundaries of any present or hereafter acquired right of way; whereupon, all rights of access hereinabove reserved to and from the highway that are on or adjacent to any such frontage road or roads shall cease, but the Grantors, their heirs and assigns, shall have access to the frontage road or roads for any purpose. Said frontage road or roads shall be connected to the main highway, or to other public ways, only at such places as the Grantee may select.

It is expressly intended that these covenants, burdens and restrictions shall run with the land and shall forever bind the Grantors, their heirs and assigns.

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the State in connection with the real property herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The State shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. **No statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of the State Highway Department shall be binding on, or of any effect against, the State or the State Highway Commission.**

The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option, and expressly agree that the consideration recited herein constitutes complete just compensation for the real property described above, including any and all damages which may result from the use of said real property and the construction, reconstruction or improvement of the highway. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived.

Dated this .... day of ...., 19........

Witnesses: .... [SEAL]

.... [SEAL]

.... [SEAL]

SCHEDULE OF MOVING WORK .... [SEAL]

DESCRIPTION ONLY

O. W. R. & N. Company

The Dalles-Big Eddy Section

File No. 30557
HRS 5-13-60
8B-10-19 8B-11-18
8B-18-2

Wasco County

Columbia River Highway

Structures, Construction & Encroachment

PARCEL NO. 6 A permanent easement for structure, over or on the following described parcel, to-wit:

A parcel of land lying in the SE¼ of Section 33, Township 2 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being that portion of the right of way of the O. W. R. & N. Company, included in a strip of land 230 feet in width, 100 feet on the Southerly side and 130 feet on the Northerly side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2287+78.11, said Station being 1841.53 feet North and 4076.31 feet West of the Northwest corner of the Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M.; thence South 80° 12' 30" East, 1704.99 feet to Station 2304+83.10, said center line crosses the Southwesterly and Northeasterly right of way lines of said railroad approximately at Stations 2300+25 and 2301+55, respectively.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.70 acre.

PARCEL NO. 7 A permanent easement for structure, over or on the following described parcel, to-wit:

A parcel of land lying in the E½ of Section 3, Township 1 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being a strip of land extending from the Southerly line of Parcel #4 to the Northerly line of that tract of land described in that deed to Fred G. Mauser et ux, recorded in Book 102, Page 379 of Wasco County Deed Records, said strip of land being 80 feet in width, 40 feet on each side of the center line of a connection between the existing Columbia River Highway and the relocated Columbia River Highway which connection center line is described as follows:

Beginning at Engineer's center line Station "C" 29+86.22, which Station equals Station 2365+48.91 on the center line of the relocated Columbia River Highway, said Station also being 1606.53 feet South and 2960.83 feet East of the Northwest corner of the William C. Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M.; thence South 7° 29' 31" West, 1036.22 feet to Station "C" 19+50, said center line crosses the Northerly line of said Mauser tract approximately at Station "C" 20+88.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.49 acre.

PARCEL NO. 8 A permanent easement for structure, over or on the following described parcel, to-wit:

A parcel of land lying in the NE¼NE¼ of Section 1, Township 1 North, Range 13 East, W.M. and in the SE¼SE¼ of Section 36, Township 2 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being that portion of the O. W. R. & N. Company right of way included in a strip of land 100 feet in width, 50 feet on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2457+16.73, said Station being 590.45 feet South and 1896.55 feet West of the Northeast corner of said Section 1; thence North 63° 21' East, 1003.17 feet; thence on a spiral curve left (the long chord of which bears North 62° 24' 44" East) 375 feet; thence on a 3819.72 foot radius curve left (the long chord of which bears North 46° 40' 30" East) 1848.22 feet to Station 2489+43.12,

West The Dalles

Structures, Construction & Encroachment

PARCEL NO. 6 A permanent easement for structure, over or on the following described parcel, to-wit:

A parcel of land lying in the SE¼ of Section 33, Township 2 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being that portion of the right of way of the O. W. R. & N. Company, included in a strip of land 230 feet in width, 100 feet on the Southerly side and 130 feet on the Northerly side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2287+78.11, said Station being 1841.53 feet North and 4076.31 feet West of the Northwest corner of the Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M.; thence South 80° 12' 30" East, 1704.99 feet to Station 2304+83.10, said center line crosses the Southwesterly and Northeasterly right of way lines of said railroad approximately at Stations 2300+25 and 2301+55, respectively.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.70 acre.

PARCEL NO. 7 A permanent easement for structure, over or on the following described parcel, to-wit:

A parcel of land lying in the E½ of Section 3, Township 1 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being a strip of land extending from the Southerly line of Parcel #4 to the Northerly line of that tract of land described in that deed to Fred G. Mauser et ux, recorded in Book 102, Page 379 of Wasco County Deed Records, said strip of land being 80 feet in width, 40 feet on each side of the center line of a connection between the existing Columbia River Highway and the relocated Columbia River Highway which connection center line is described as follows:

Beginning at Engineer's center line Station "C" 29+86.22, which Station equals Station 2365+48.91 on the center line of the relocated Columbia River Highway, said Station also being 1606.53 feet South and 2960.83 feet East of the Northwest corner of the William C. Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M.; thence South 7° 29' 31" West, 1036.22 feet to Station "C" 19+50, said center line crosses the Northerly line of said Mauser tract approximately at Station "C" 20+88.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.49 acre.

PARCEL NO. 8 A permanent easement for structure, over or on the following described parcel, to-wit:

East The Dalles

A parcel of land lying in the NE¼NE¼ of Section 1, Township 1 North, Range 13 East, W.M. and in the SE¼SE¼ of Section 36, Township 2 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being that portion of the O. W. R. & N. Company right of way included in a strip of land 100 feet in width, 50 feet on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2457+16.73, said Station being 590.45 feet South and 1896.55 feet West of the Northeast corner of said Section 1; thence North 63° 21' East, 1003.17 feet; thence on a spiral curve left (the long chord of which bears North 62° 24' 44" East) 375 feet; thence on a 3819.72 foot radius curve left (the long chord of which bears North 46° 40' 30" East) 1848.22 feet to Station 2489+43.12, said center line crosses the Northwesterly and Southeasterly lines of said O. W. R. & N. Company right of way approximately at Stations 2467+70 and 2470+95, respectively.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.73 acre.

PARCEL NO. 9 A temporary easement for construction, over or on the following described parcel, to-wit:

A parcel of land lying in the E½ of Section 3 and in the W½ of Section 2, Township 1 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being a strip of land extending from the Easterly line of Parcel #4 to a line at right angles to the center line of an approach road at center line Station 10+00.95 said strip of land being variable in width and lying on each side of the center line of said approach road which center line is described as follows:

Beginning at Engineer's center line Station "H" 0+00 which Station equals Station "C" 24+95 on the connection center line described in Parcel #4, said Station also being 1462.77 feet South and 2979.74 feet East of the Northwest corner of the William C. Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M.; thence South 86° 00' East, 620 feet; thence on a 409.26 foot radius curve right (the long chord of which bears South 76° 22' 30" East) 137.50 feet; thence South 66° 45' East, 83.45 feet; thence on a 286.48 foot radius curve left (the long chord of which bears South 82° 45' East) 160 feet to Station "H" 10+00.95.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
East line of Parcel #4	"H" 6+20	75 feet taper to 30 feet	75 feet taper to 30 feet
"H" 6+20	"H" 7+57.5	30 feet	30 feet in a straight line to 75 feet
"H" 7+57.5	"H" 10+00.95	30 feet	75 feet in a straight line to 30 feet

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.9 acres.

PARCEL NO. 10 A temporary easement for road construction, over or on the following described parcel, to-wit:

A parcel of land lying in the E½ of Section 3 and the W½ of Section 2, Township 1 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being a strip of land extending from a line lying at right angles to the center line of relocated Tie Plant Road at center line Station 0+00 to a line at right angles to said center line at Station 6+34.41 said strip of land being 80 feet in width, 40 feet on each side of said center line which center line is described as follows:

Beginning at Engineer's center line Station "J" 0+00, said Station being 1410.89 feet South and 2650.35 feet East of the Northwest corner of the William C. Laughlin D.L.C. #43, Township 1 North, Range 13 East, W.M.; thence on a 286.48 foot radius curve right (the long chord of which bears South 58° 36' East) 124 feet; thence South 46° 12' East, 66.93 feet; thence on a 286.48 foot radius curve left (the long chord of which bears South 72° 30' 30" East) 263.07 feet; thence North 81° 11' East, 96.33 feet; thence on a 286.48 foot radius curve right (the long chord of which bears North 89° 35' 30" East) 84.08 feet to Station "J" 6+34.41.

EXCEPT therefrom that portion of said strip of land lying within Parcel #4, Parcel #7 and Parcel #9.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.88 acre.

PARCEL NO. 11

A parcel of land lying in the SW¼ of Section 31, Township 2 North, Range 14 East, W.M., Wasco County, Oregon; the said parcel being described as follows:

Beginning at a point opposite and 50 feet Southeasterly of Station 2551+43.85 on the center line of the East bound main track of the O. W. R. & N. Company; thence South 59° 12' 45" East, at right angles to said center line 25 feet; thence North 30° 47' 15" East, parallel to and 75 feet Southeasterly of said center line 437.36 feet; thence North 59° 12' 45" West at right angles to said center line 25 feet; thence South 30° 47' 15" West, parallel to and 50 feet Southeasterly of said center line 437.36 feet to

A parcel of land lying in the E½ of 1 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being a strip of land extending from the Easterly line of Parcel #4 to a line at right angles to the center line of an approach road at center line Station 10+00.95 said strip of land being variable in width and lying on each side of the center line of said approach road which center line is described as follows:

Beginning at Engineer's center line Station "H" 0+00 which Station equals Station "C" 24+95 on the connection center line described in Parcel #4, said Station also being 1462.77 feet South and 2979.74 feet East of the Northwest corner of the William C. Laughlin D.L.C. #38, Township 1 North, Range 13 East, W.M.; thence South 86° 00' East, 620 feet; thence on a 409.26 foot radius curve right (the long chord of which bears South 76° 22' 30" East) 137.50 feet; thence South 66° 45' East, 83.45 feet; thence on a 286.48 foot radius curve left (the long chord of which bears South 82° 45' East) 160 feet to Station "H" 10+00.95.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
East line of Parcel #4	"H" 6+20	75 feet taper to 30 feet	75 feet taper to 30 feet
"H" 6+20	"H" 7+57.5	30 feet	30 feet in a straight line to 75 feet
"H" 7+57.5	"H" 10+00.95	30 feet	75 feet in a straight line to 30 feet

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.9 acres.

PARCEL NO. 10 A temporary easement for road construction, over or on the following described parcel, to-wit:

A parcel of land lying in the E½ of Section 3 and the W½ of Section 2, Township 1 North, Range 13 East, W.M., Wasco County, Oregon; the said parcel being a strip of land extending from a line lying at right angles to the center line of relocated Tie Plant Road at center line Station 0+00 to a line at right angles to said center line at Station 6+34.41 said strip of land being 80 feet in width, 40 feet on each side of said center line which center line is described as follows:

Beginning at Engineer's center line Station "J" 0+00, said Station being 1410.89 feet South and 2650.35 feet East of the Northwest corner of the William C. Laughlin D.L.C. #43, Township 1 North, Range 13 East, W.M.; thence on a 286.48 foot radius curve right (the long chord of which bears South 58° 36' East) 124 feet; thence South 46° 12' East, 66.93 feet; thence on a 286.48 foot radius curve left (the long chord of which bears South 72° 30' 30" East) 263.07 feet; thence North 81° 11' East, 96.33 feet; thence on a 286.48 foot radius curve right (the long chord of which bears North 89° 35' 30" East) 84.08 feet to Station "J" 6+34.41.

EXCEPT therefrom that portion of said strip of land lying within Parcel #4, Parcel #7 and Parcel #9.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.88 acre.

PARCEL NO. 11

A parcel of land lying in the SW¼ of Section 31, Township 2 North, Range 14 East, W.M., Wasco County, Oregon; the said parcel being described as follows:

Beginning at a point opposite and 50 feet Southeasterly of Station 2551+43.85 on the center line of the East bound main track of the O. W. R. & N. Company; thence South 59° 12' 45" East, at right angles to said center line 25 feet; thence North 30° 47' 15" East, parallel to and 75 feet Southeasterly of said center line 437.36 feet; thence North 59° 12' 45" West at right angles to said center line 25 feet; thence South 30° 47' 15" West, parallel to and 50 feet Southeasterly of said center line 437.36 feet to the point of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.25 acre.

fd/

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1960

SUBJECT: File No. 30557
O.W.R. & N. Company
The Dalles-Big Eddy
Section
Columbia River Highway
Wasco County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

Attached is a copy of a letter written to Mr. Callahan, Manager of Properties for the Union Pacific Railroad Company.

Also attached are four copies of the right of way map for The Dalles-Big Eddy Section. Shown in orange are properties needed from the Railroad Company for right of way construction in fee; and in green, properties over which an easement is required.

In order to have both the Operating and Non-Operating Sections of the Railroad Company informed as to our needs and engineering considerations, I believe it would be to our best interest to show both the fee takings and easements on maps sent to each Section. The areas outlined in green will need to be applied for by your office to the Operating Section of the Railroad Company.

We are having Parcels 1 through 5 (non-operating property) appraised and will deal for them through Mr. Callahan. No doubt, there will be engineering features which the Railroad will want to consider; and if the usual course is followed, the fee takings will be a part of the agreement which will be entered into with the Railroad Company.

We shall attempt to deal with Mr. Callahan for the non-operating properties. In the event that this cannot be done, we shall send our appraisal figures to you for inclusion in the agreement.

D H Moehring
D. H. MOEHRING
Assistant Right of Way Engineer

DHM:zg
Attachments
(4 sets maps)

NOTED

1-41 N-2(19)-1
#5747

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 24, 1960

Mr. D. J. Callahan
Manager of Properties
Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

Re: File No. 30557
O.W.R. & N. Company
The Dalles-Big Eddy
Section
Columbia River Highway
Wasco County

Dear Mr. Callahan:

Accompanying this letter are four revised copies of maps showing the highway relocation on The Dalles-Big Eddy Section of the Columbia River Highway.

Enclosed are descriptions covering Parcels 1 through 5, which we have considered to be non-operating railroad property, and Parcels 6 through 11, which we have considered as operating property. On the maps, Parcels 1 through 5 have been outlined in orange; and Parcels 6 through 11, in green.

Please destroy the previous maps transmitted to you, and accept my apologies for the delay in answering your letter of March 31, 1960. A change in alignment has been made and only recently approved by the Bureau of Public Roads.

We are, at this time, having our appraisers look at the first five parcels, so that we may establish a basis for an offer.

We are sending four copies of the maps to Mr. Paxson, who will transmit them to your Operating Section for engineering consideration of the easement parcels, as well as the effect that the fee taking for highway purposes will have on your property.

At approximately Station 2365+50 on the map, you will note that an interchange is shown in faint outline. This interchange will be known as the Brewery Grade Interchange, and access to your remaining property north of the highway and dike will be provided for by this interchange.

These maps and descriptions are being sent for your consideration. Upon the completion of our appraisals, an offer will be made for the property involved.

If you have any questions, please feel free to contact this office.

Very truly yours,

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:zg
Enclosures

cc Mr. G. S. Paxson ✓

RECEIVED
FORM E-30
[illegible] 1950

FOR FILING

1-80N-3(19)84

#5787

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1960

SUBJECT: U. P. R. R. Encroachment
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

To: Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are 4 prints of Encroachment map 8B-18-2 on the subject section.

This encroachment is Parcel 11 under R/W File 30557 and has been submitted to the Right of Way Division, together with two prints of the above map.

Tom Edwards
Construction Engineer
By D. J. Barbee
D. J. Barbee
Assistant Construction Engineer

FOS:cw

Attach

cc: W. T. Wright

RECEIVED
MAY 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
JAN 20 1960
FOR FILING

1-80.N-3(19)7

2779

January 20, 1960

Oregon State Highway Commission

Gentlemen:

Our survey has been completed on The Dalles-Big Eddy Section of the Columbia River Highway. This section runs from the easterly city limits of The Dalles to just east of The Dalles Dam Interchange and is 3.34 miles in length. I am attaching a map for your information.

The public hearing on this matter was held October 3, 1959.

I recommend your approval of this survey and authorization to purchase the necessary right of way.

This matter will be on the agenda for your consideration at the January 28-29 meeting.

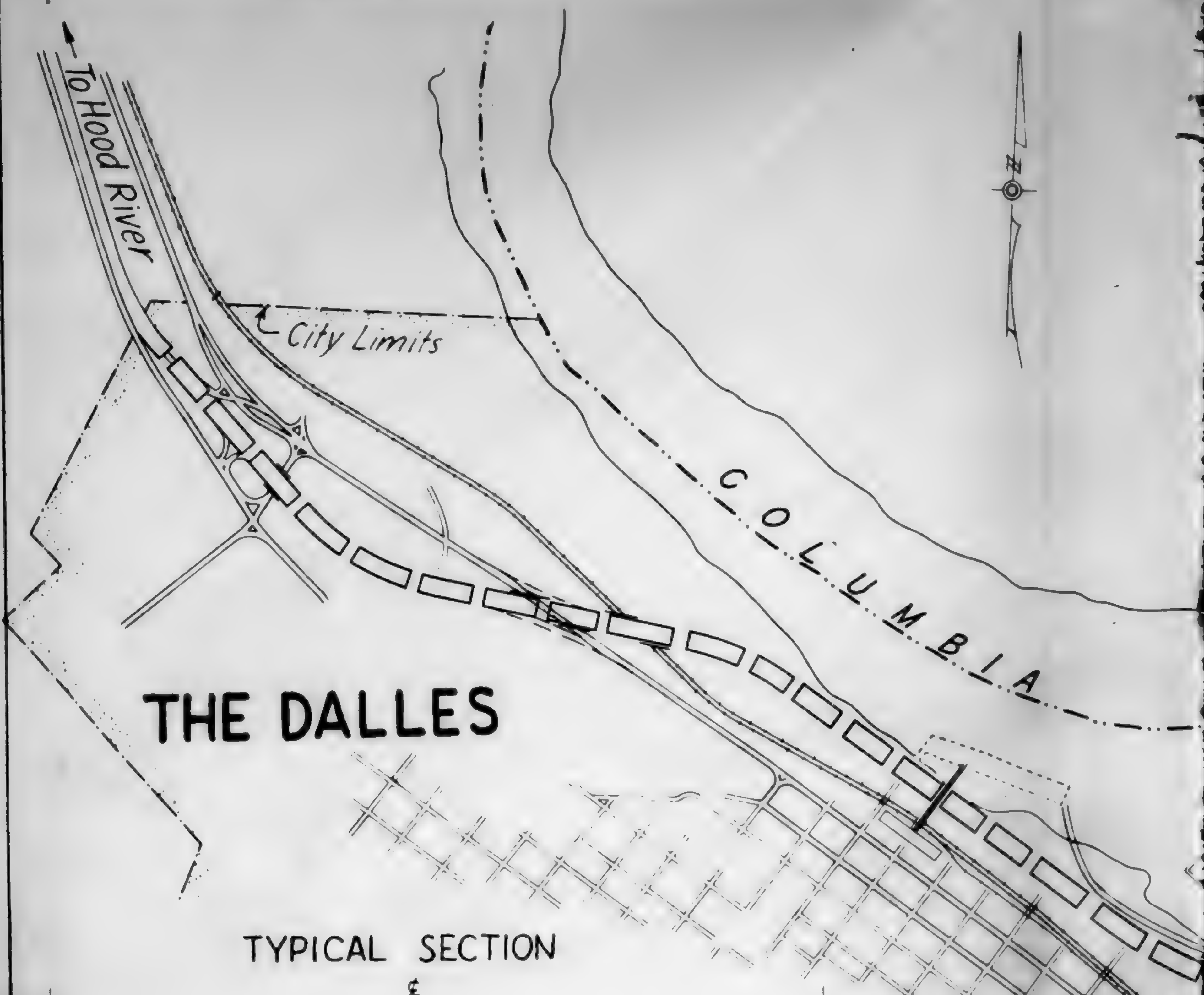
Very truly yours,

W. C. Williams
State Highway Engineer

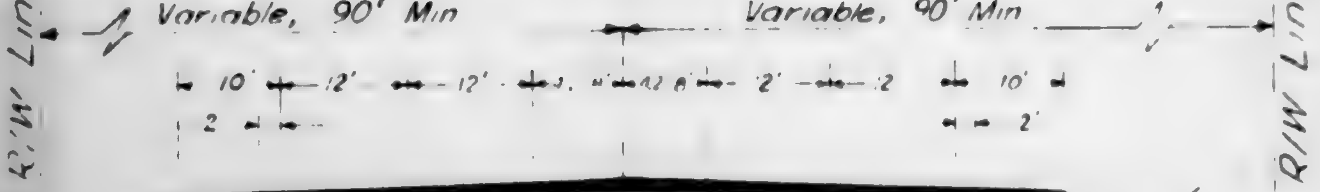
DJB:law me

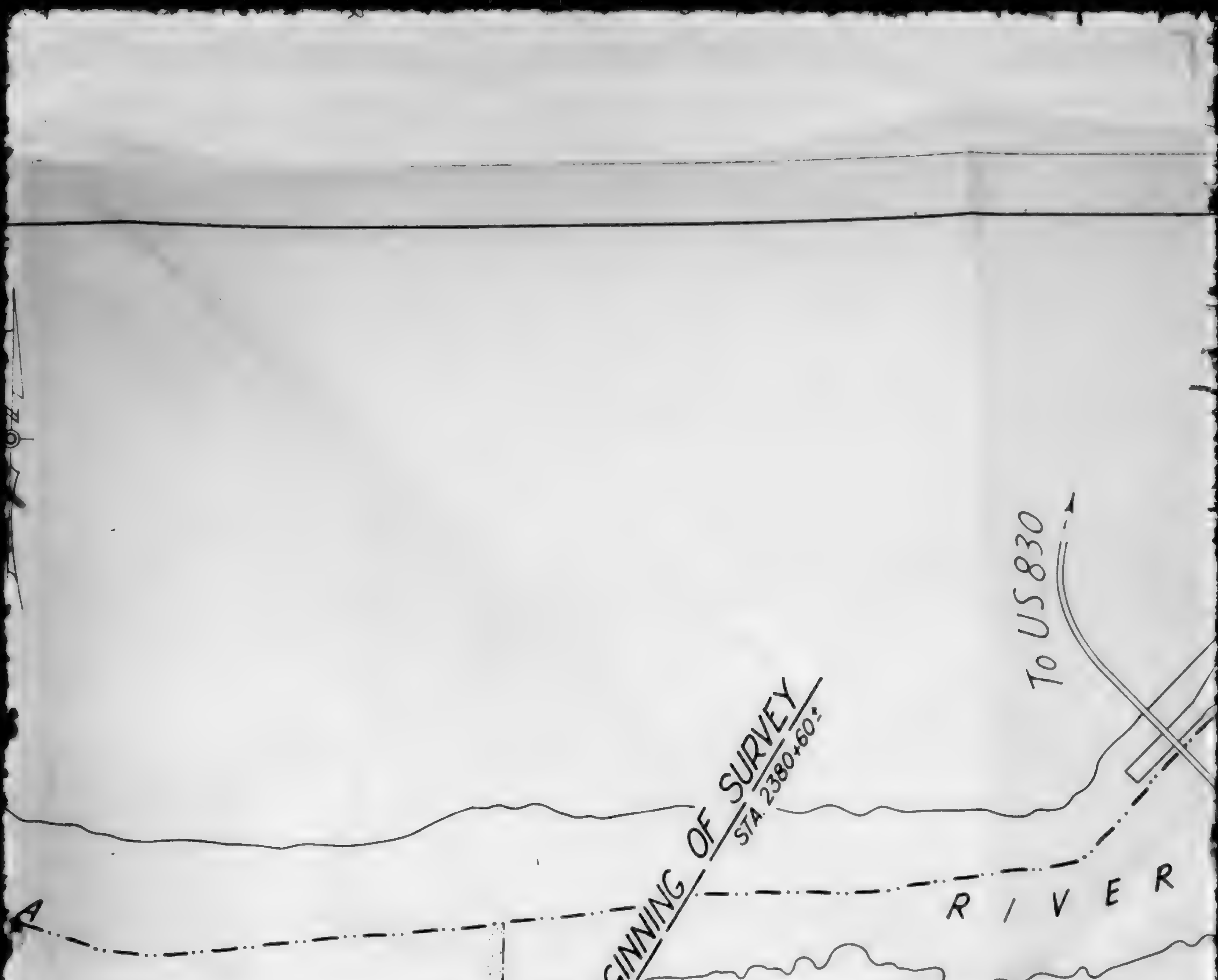
Enclosure

cc Mr. Tom Edwards
Mr. Walter Wright


To Hood River
City Limits
COLUMBIA
THE DALLES
BREW

TYPICAL SECTION

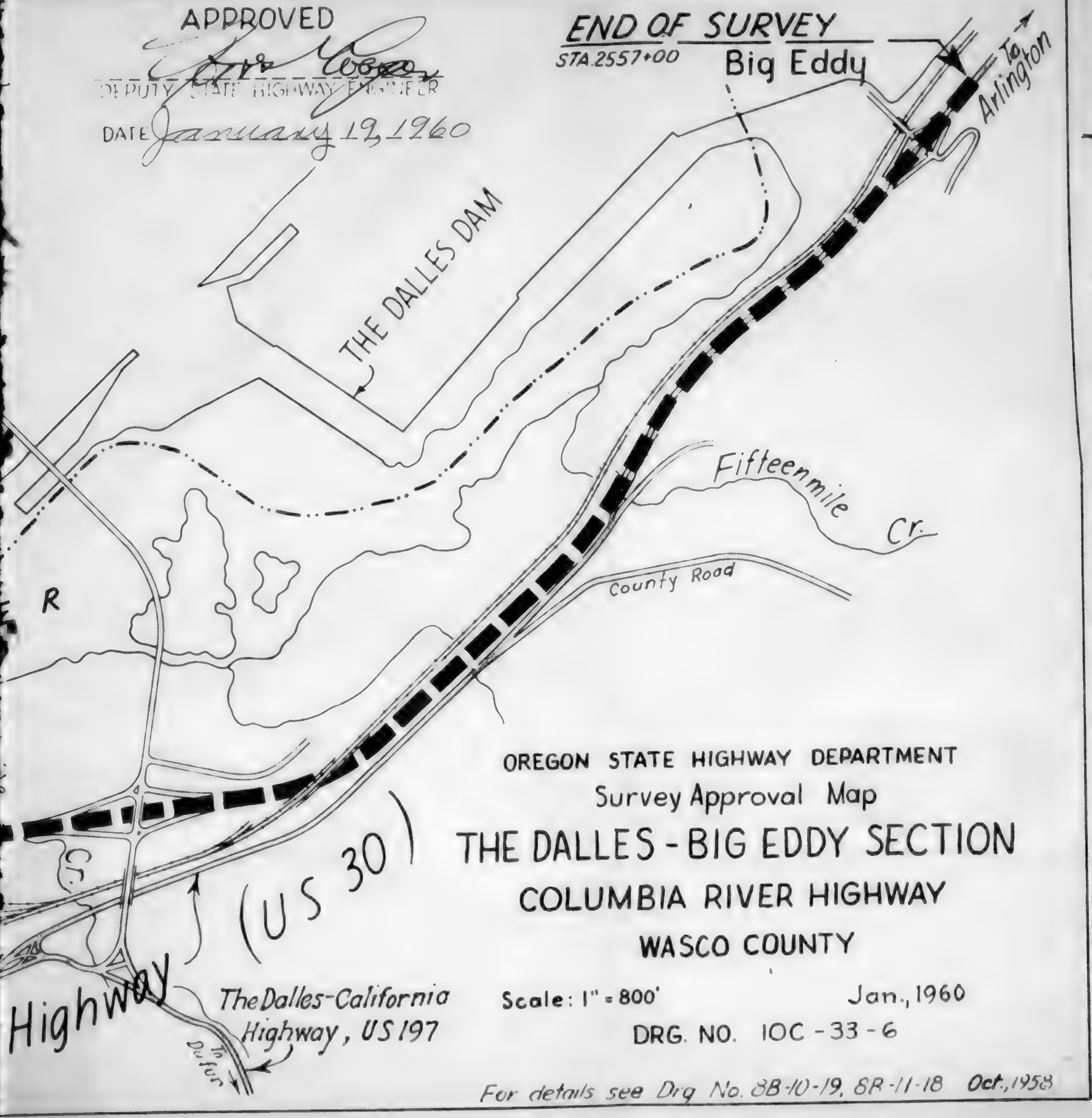

℄
R/W Line
Variable, 90' Min
Variable, 90' Min
10'
12'
12'
2'
2
10'
2
2'
R/W Line


To US 830
BEGINNING OF SURVEY
STA. 2380+60±
RIVER
A
BOAT BASIN
City Limits
Threemile
Cr.
Relocated Highway
BREWERY GRADE
Existing High
3.3-- Mi

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

DATE January 19, 1960


END OF SURVEY
STA.2557+00
Big Eddy
To Arlington
THE DALLES DAM
Fifteenmile Cr.
County Road
R
C.
(US 30)
Highway
The Dalles-California Highway, US 197
To Dufur

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

THE DALLES - BIG EDDY SECTION

COLUMBIA RIVER HIGHWAY

WASCO COUNTY

Scale: 1" = 800'

Jan., 1960

DRG. NO. 10C-33-6

For details see Drg No. 8B-10-19, 8R-11-18 Oct., 1958

RECEIVED
[illegible] 1960
FOR FILING
1-ICN-3(19)
5749
To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 7, 1960

SUBJECT:
Survey Approval Map
The Dalles-Big Eddy Section
Columbia River Highway

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached are a suggested letter to the Commission and eleven prints of the above named survey approval map.

The public hearing has been held on this route, and since it has been decided to build from the easterly city limits of The Dalles to Big Eddy, this should be presented to the Commission for their action.

Tom Edwards
Construction Engineer

By D J Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:law

Attachments

RECEIVED
JAN 1[illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 37.5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
1959
FOR FILING

1-XON-3(19)84

[illegible]

April 14, 19

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: File No. 29531 - Seufert
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

Dear Mr. Polk:

We are today opening bids on the paving project covering The Dalles-Eight Mile Creek Section of The Dalles-California Highway. A substantial cut must be removed as part of this project. A considerable excess of material will be removed from this cut area and must be disposed within a reasonable haul distance.

The most feasible disposal area for this excess material lies on property belonging to the Seufert Estate, a portion of which property will be required for construction of The Dalles-Big Eddy Section of the Columbia River Highway within the immediate future.

A substantial saving is to be realized by the State and the Bureau of Public Roads through early acquisition of this right of way taking, File No. 29531 - Seufert.

Upon this basis, we request your concurrence in programing this parcel for early acquisition. We attach, for your reference, two copies of a portion of our right of way map covering the proposed taking.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

Attachments

cc Mr. Forrest Cooper ✓
Mr. Tom Edwards
Mr. R. L. Porter

RECEIVED
APR 14 1959
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-3(19) The Dalles-Big Eddy Sec., 1960
84 Columbia River Hwy. (Grad.,
#5787 Pav., Struct. & Sign. Folder # 2

R. R. 612 5-8-67

RECEIVED
MAY 10 1967
xxxxxxxxxxxxxxxxxxxxxxx
xxxx

~~Fred W. Hill, Member~~
Helix [illegible]

5-11-7

May 9, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are forwarding two copies of 1st Supplemental Agreement, PUX 405, for The Dalles Section, Project No. I-80N-3(27)81.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
MAY 10 1967

xxxxxxxxxxxxxxxxxxxxxxx
xxxx

~~Fred W. Hall, Member~~
Helix I [illegible] 3(17) 81

5-1??

May 9, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are forwarding two copies of 1st Supplemental Agreement, PUX 405, for The Dalles Section, Project No. I-80N-3(27)81.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

[illegible]
MAY 9 1967
FOR FILING

[illegible]

[illegible]

Salem, Oregon
May 8, 1967

RAILROAD COMPANIES
FILE No. [illegible]

1st Supplemental Agreement
File No. 30557
Union Pacific Railroad Company
The Dalles Section
Columbia River Highway
Wasco County

Mr. G. E. Rohde
Chief Counsel
BUILDING

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached for further handling is a fully executed copy of a supplemental agreement with Union Pacific Railroad Company covering land on the above-mentioned property.

When you have processed the agreement, please return it to this office for the Commission's files.

Floyd Query, Secretary

lmr
Att.

FORM E-30 50M 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1967

SUBJECT: 1st Supplemental Agreement
Pux 405 - R/W File 30557
Union Pacific Railroad Company
The Dalles Section
Columbia River Highway
Wasco County

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

Herewith are the fully executed duplicate original and one copy of the subject agreement. Please forward the original to Mr. Saling's office for processing, after which they will return the original to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachments

cc: Ivan Merchant (1)
F. B. Klaboe (1)
F. D. Morgan (2)
E. S. Hunter (1)
J. F. Putnam (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (1)
T. W. Litchfield (1)

Mrs. Linda
Keep photo copy for our file
pending return of original
FE

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MAY 1, 1967

File Ref. D 315 - 2 - 93

Mr. G. E. Rohde,
Chief Counsel
Oregon State Highway Department
Salem, Oregon 97310

Pcl
405
30557

Atten: Mr. Earl F. Saling,
Right of Way Office Mgr.

Dear Sir:

Kindly refer to your letter of March 14, file 30557, addressed to the Railroads' Manager of Properties, Mr. O. W. Ryan, in connection with construction of The Dalles Bypass Section of Columbia River Highway.

For the State's record, am attaching its fully-executed counterpart of Supplemental Agreement dated NOVEMBER 22, 1963, covering revisions in connection with property exchanges between the Railroads and State on the project. Am further attaching 12 copies each of Exhibits "D", "E", "F" and "G" for the State's use in making distribution of the agreement.

Also attached are a conformed copy of the agreement and 2 extra copies of Exhibit "A", requested in your letter of March 14.

This office extends its apologies for the delay in return of this document and we appreciate your patience.

Very truly yours,

encs.

NOTED
E. F. SALING

RECEIVED
MAY 3 1967
LEGAL & RIGHT OF WAY

RECEIVED
JAN 31 1967
FOR FILING

I 84-3 (19) 24

5787

1

January 30, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of supplemental agreement with the Oregon-Washington Railroad and Navigation Co. for the Brewery Grade Connection Section, Project No. U-36(12).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ak

RECEIVED
JAN 31 1967

SP*23401-734

FOR FILING
I-80N-3(19)24
5787

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1967

RAILROAD COMPANIES
FILE No. 612

SUBJECT: 2nd Supp. Agreement
Union Pacific Railroad Company
Pux 405; File No. 30557
Brewery Grade Connection
The Dalles Bypass Section
Columbia River Highway
Wasco County

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

Attached please find fully executed second supplemental agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachment

cc: Ivan Merchant (1)
F. B. Klaboe (1)
F. D. Morgan (2)
E. S. Hunter (1)
J. F. Putnam (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (1)
T. W. Litchfield (1)

Fran - Linda
Go note in the agreement
record and file.
F.Q.

Noted
Lmw
1-30-67.

NOTED [illegible]

RECEIVED
NOV 29 1966
FOR FILING

5787

NOTED
R. L. PORTER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 23, 1966

Mr. L. James Bergmann
Union Pacific Railroad
727 Pittock Block
Portland, Oregon

File No. 30898
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

Dear Mr. Bergmann:

I met yesterday with Mr. Sharp, manager of Sunshine Biscuits, Inc., plant at the Dalles. He was very cooperative, but said that it would have to be referred to Mr. Gordon Acker, who as manager in The Dalles in 1962-63 handled this originally, but is now in their General Office. In anticipation of this I had prepared a letter of explanation which was handed to him, your copy of which is enclosed. I corrected the easement according to your letter of November 18, before presenting it to him, I am enclosing a copy for your file.

We discussed the status of the service road south of track 200, and he voiced concern since he feels that continued use of the road by Sunshine Biscuits, Inc., is essential to their operation. He said that this also would be reviewed by Mr. Acker and asked that I make a formal proposal. Your copy of this letter is enclosed. I assume that you would be willing to enter into direct discussions with them in arriving at a final form of agreement.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JAMES R. KUHN
Staff Attorney

JRK:djg
Encls/ Letter dated 11-21-66
Letter dated 11-23-66
Easement

cc: Mr. R. L. Porter
Mr. G. E. Rohde

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 23, 1966

Sunshine Biscuits, Inc.
901 East Second Street
The Dalles, Oregon

File No. 30898
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

Gentlemen:

During the conference yesterday with Mr. Sharp, your manager at The Dalles, we discussed the right of the Sunshine Biscuits, Inc., to use the service road along the south side of the Union Pacific's track 200. Also, since the deed from your company to the State provides for use of the service road which connects to the west bound lane of the old highway insofar as it lies within the highway right of way, you ask what right the company would have to use that portion of service road on railroad property.

As I explained yesterday, the actual location of the service road along the south side of track 200 is in doubt. The Railroads have proposed that the State convey to them that portion of this service road that falls within the highway right of way shown as Parcel 18 on the enclosed exhibit map. They will in turn enter into an agreement with Sunshine Biscuits, Inc., for the joint use of this service road as well as the connecting road to the west bound lane. Enclosed are two copies of the proposed agreement that were prepared and sent to me by the Railroads. I can find only one copy of "Exhibit A" which was attached, and trust this will suffice.

There is one small correction on the "Exhibit". The Railroads have extended the yellow coloring of the 16 foot service road past the highway right of way line to the point where it connects to the paved highway. I have sketched in the approximate location of the northerly right of way line and the agreement with the Railroads would not extend beyond it. The proposed deed I handed you yesterday covers that portion of the approach road within the highway right of way. I am certain that this will be corrected in the final agreement.

I have discussed this briefly with our Assistant Highway Engineer and he indicated that he would recommend to our Commission that Parcel 18 be conveyed to the Railroads if a satisfactory agreement can be reached between Sunshine Biscuits, Inc., and the Railroads. Therefore, I would appreciate

NOTED
R. L PORTER

it if your company would consider the request made by the Railroads and advise me of your decision. To save time I believe that any questions or suggestions concerning the form of agreement with the Railroads should be taken up directly with Mr. L. James Bergmann, their attorney.

I sincerely appreciate the time given me yesterday to present these matters which need your consideration in winding up this transaction. I hope that it can be concluded soon to the mutual satisfaction of all.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JAMES R. KUHN
Staff Attorney

JRK:djg
Encls/ Agreement (2)
Exhibit A

cc: Mr. L. James Bergmann, Union Pacific
Mr. R. L. Porter
Mr. G. E. Rohde

RE
NOV 2
STATE HI

RECEIVED
NOV 25 1966

5787

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 21, 1966

Sunshine Biscuits, Inc.
901 East Second Street
The Dalles, Oregon

File No. 30898
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

Gentlemen:

This concerns the purchase by the State Highway Department of real property for the relocation of the Union Pacific's track No. 200 along the southeasterly side of your property. Since we must once again ask your cooperation in correcting the previous grant, I would like to give a brief resumé of the prior transaction.

By Warranty Deed dated December 22, 1961, Sunshine Biscuits, Inc., conveyed to the State Highway Commission a parcel of land for railroad purposes and an additional strip adjoining for slopes. This deed was corrected by the deed dated March 26, 1962. The descriptions of the parcels remained the same, but the deed was corrected because of the access provision and to provide for the approach road to be constructed by the State from the west bound lane of the old highway to connect with the roadway of the Union Pacific. A copy of each of these deeds is enclosed for your convenience.

On November 22, 1963, the Union Pacific Railroad and the State Highway Commission entered into a Supplemental Agreement for the construction in this area. This agreement provided that the State would obtain and convey to the railroad two easements, one for railroad purposes and one for slopes, hereafter referred to as Parcels 14A and 14B. These two descriptions although covering the same area as the previous grants, nevertheless are "metes and bounds" descriptions as required by the railroad rather than a center line as contained in the previous deeds.

The railroad and the State have recently agreed upon the form of a new conveyance from Sunshine Biscuits, Inc., to the State which will allow us to complete our Agreement. The original and one copy of this Railroad Easement is enclosed. All reference to access has been eliminated since only easements are being conveyed. The first paragraph on page 2 sets forth that as part of the consideration the State has constructed the road approach as referred to above. I believe it is understood that Sunshine

Biscuits, Inc., will obtain a permit from the railroad to use that portion of the service road upon the railroad's property. The second paragraph on page 2 provides that the State may convey these easements to the Oregon-Washington Railroad and Navigation Company.

Since this form of conveyance constitutes a major change from the previous deeds, it is our belief that a further correction deed would not suffice. Therefore, the State proposes to release back to Sunshine Biscuits, Inc., all rights as previously granted, in the manner as indicated on the enclosed form of quitclaim deed. This will be done immediately before acceptance of the Railroad Easements from Sunshine Biscuits, Inc.

I ask your assistance in bringing this matter to a close as soon as possible. If this method of handling meets with your approval, please advise and I shall have the quitclaim deed signed by our Commission. At the same time the Railroad Easement should be executed by the proper officials of Sunshine Biscuits, Inc. If I can be of further assistance, please do not hesitate to call upon me. For your further assistance, I enclose a photocopy of the following maps: our right of way map showing the location of the land covered by the two prior deeds, construction plans covering the construction of the approach road, and the exhibit from the above mentioned Supplemental Agreement showing the location of Parcels 14A and 14B.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JAMES R. KUHN
Staff Attorney

JRK:djg
Encls/ Deed dated 12/22/61
Deed dated 3/26/62
Railroad Easement
Quitclaim Deed
Right of Way Map
Construction Map
Exhibit

cc: Mr. L. James Bergmann, Union Pacific
Mr. R. L. Porter ✓
Mr. G. E. Rohde

RECEIVED
AUG 8 - 1966

FOR FILING

RECEIVED
AUG 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

PMT TDL 23 8-5-66 1.20 PM

FOREST COOPER

NO CHANGES HAVE BEEN MADE IN TRAFFIC PATTERN AT THE DALLES. ALL INTERCHANGES ARE OPERATING EXCEPT EAST BOUND OFF RAMP AT BREWERY GRADE.

J F PUTNAM
LO
03.

NOTED
FORREST COOPER

RECEIVED
JUL 25 1966

FOR FILING

.ENM

PMT BND TDL 101 7-22-66 345PM

FORREST COOPER
J F PUTNAM
L H WARFIELD

RE OUR DISCUSSION CONCERNING TRAFFIC IN THE DALLES AREA ---

I CONTACTED MR. SMITH, THE DALLESCITY MANAGER, REGARDING THEIR REQUEST WE OPEN THE USEABLE HALF OF THE BREWERY GRADE INTERCHANGE TO FACILITATE THE MOVEMENT OF TRAFFIC INTO TOWN DURING THE FORT DALLES DAYS RODEO.

I TOLD HIM WE WOULD OPEN THE WESTBOUND OFF RAMP TO ALLOW TRAFFIC AN ADDITIONAL EXIT POINT TO THE DALLES CITY CENTER FOR THIS WEEK-END ON A ONE-WAY BASIS ONLY. THIS WAS BEING ALLOWED WITH THE PROVISION THAT IF THIS ADDITIONAL TRAFFIC MOVEMENT CREATED A HAZARDOUS CONDITION ADVERSELY AFFECTING THE MAJORITY OF THE TRAVELING PUBLIC, WE WOULD IMMEDIATELY CLOSE OFF THIS EXIT POINT.

MR. SMITH CONTACTED THE MAYOR OF THE DALLES AND THEN XNKXRMXXBX INFORMED ME, BY TELEPHONE, THE PROPOSAL WAS ACCEPTABLE TO THE CITY.

THIS MOVEMENT WAS IMPLEMENTED 3/30 PM, THIS DATE.

RICHARD S HAWKINS

AK
03.57.

This read to Cooper 4:40 P.M.
7-22-66

FORM E-123X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
NOV 24 1965
FOR FILING

[illegible]

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 23, 1965

Mr. W. G. Johnson, Supt.
Union Pacific Railroad Co.
2525 N. Larrabee Avenue
Portland, Oregon 97227

Re: Pux 405; File No. 30557
Supplemental Railroad Agreement
Brewery Grade Connection
The Dalles Bypass Section
Columbia River Highway
Wasco County

Dear Mr. Johnson:

Please find attached duplicate originals of a supplemental agreement relative to the above-entitled matter which have been executed by the Highway Commission. Please secure the signatures of the proper railroad officials and return one fully executed copy to this office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
Encls.

cc: R. L. Porter
Ted Litchfield

RECEIVED
NOV 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
R L PORTER

RECEIVED
MAY 17 1966

FOR FILING

[illegible]

[illegible]

November 22, 1965
Salem, Oregon

RAILROAD COMPANIES
FILE No. 612

Supplemental Railroad Agreement
Brewery Grade Connection Section
Columbia River Highway
Wasco County

Mr. G. E. Rohde
Chief Counsel
BUILDING

Attention: Mr. J. N. Hershberger
Staff Attorney

Agenda Item
4 b
11-19-65

Attached are two copies of a Supplemental Agreement with Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company concerning construction of Brewery Grade connection on The Dalles Bypass Section of Columbia River Highway in Wasco County.

When fully signed please return one copy to this office for the Commission's files.

Secretary

bb
Attach: 2

cc: T. W. Litchfield

FORM E-20 20M 3-63 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1965

SUBJECT: Supplemental Railroad Agreement
Brewery Grade Connection Section
Columbia River Highway
Wasco County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Herewith you will find duplicate counterparts of a supplement to the agreement between the railroad and the State dated November 1, 1962, as supplemented on November 22, 1963.

The effect of this agreement is to correct the record to reflect various changes in retaining walls and railroad access roads which were made during construction. This will not involve any additional expense to the State.

This has been reviewed by the Legal and Construction Divisions and the Bureau of Public Roads and is found to be satisfactory. We now submit this to you for your approval. Please place this on the agenda for the Commission meeting of November 4, 1965.

F. D. Morgan
Construction Engineer

By T. W. Litchfield
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
Attachment

11-5-65.
Approved F. B. Klaboe
Asst. State Hwy. Engr.

RECEIVED
OCT 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 9 - 1965

FOR FILING

I-3 W-2(10) 5-1

5-1

November 9, 1965

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the December 14 Commission meeting, a supplement to an existing agreement between the State and the Union Pacific Railroad Company dated November 1, 1962. This agreement has to do with the construction of the Brewery Grade connection on The Dalles Bypass Section of the Columbia River Highway in Wasco County.

The effect of this supplement will be to correct the record to reflect minor changes which were made during construction. No additional cost to the State will result.

Your approval of this supplemental agreement is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
T. W. Litchfield
J. F. Putnam

TWL:bjm bg

RECEIVED
FEB 1 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

5227

January 27, 1965

~~District Engineer~~
~~U. S. Army Engineers,~~
~~Portland Corps~~
~~628 Pittock Block~~
~~Portland, Oregon 97205~~

~~Attention:~~ Mr. W. J. Ashworth,
Chief Real Estate Division

Subject: Closure Grade Crossing
Union Pacific Railroad and
Covington Point Road
The Dalles Dam Project
Crossing No. 28-87.4
Highway Centerline Station 2404±
Railroad Milepost 87.15

Dear Mr. Ashworth:

Subject grade crossing was constructed by the Corps pursuant to Public Utility Commissioner Order No. 33744, issued April 22, 1955, and designated as Crossing No. 28-87.4. It is signalized and the Union Pacific Railroad has requested that subject crossing be vacated by a new Order of the Public Utilities Commissioner so that the signals may be removed.

Pursuant to a construction agreement dated December 16, 1959, between Wasco County and the State Highway Commission, Covington Point Road, a county road, was vacated in the area and the county agreed to its closure by the Highway Commission at the southerly line of the railroad right of way. It is our understanding that said crossing is no longer usable and that the Corps is the owner of the land on which the roadway is located northerly of the railroad right of way.

Mr. Jaqua of the Public Utility Commissioner's office has advised that a letter from your office to the effect that the Corps has no interest in keeping said crossing open and has no objection to its closure, and a similar letter from this office, will suffice for authority for that office to enter a closure order permitting removal of the signals.

If you will write such a letter to this office, I will forward it, and a similar letter from the Highway Department, to the Public Utility Commissioner's office for appropriate action.

While it is true that the Corps paid for furnishing and installing these signals in 1956, and could claim them after payment to

CONSTRUCTION DIVISION
RECEIVED
JAN 27 1965
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

the railroad for their removal, it has been our experience that the removal costs incurred by the railroad always equal any salvage value of the signals. Another aspect of salvage is that if we attempted to require installation of "our" salvaged signals on a subsequent job, you can be sure that the "up-grading" costs would be "substantial" inasmuch as subsequent maintenance is always placed upon the railroad. In view of the foregoing, we ignore any salvage aspects of the signals and the railroad gets them for its removal expense.

Our Mr. Earl Saling, Right of Way Office Manager, has discussed this matter with you on the phone and reports that you have requested a letter from us requesting a letter from your office consenting to the closure of this grade crossing. This letter is our letter of request for consent by the Corps to the closure of subject crossing.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja

cc: Earl F. Saling
Ted Litchfield

Donald H. Turner
Wasco County District Attorney
Wasco County Court House
The Dalles, Oregon 97058

UNION PACIFIC RAILROAD COMPANY
LAND DIVISION

O. W. RYAN
MANAGER OF PROPERTIES
H. C. HARVEY
GENERAL TAX AGENT
L. A. FISHER
GENERAL INDUSTRIAL AGENT

PITTOCK BLOCK
PORTLAND, OREGON 97205

Litchfield

January 18, 1965

Files: 1520-14
1520-22

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Gentlemen:

At Railroad Mile Post 87.15 east of The Dalles, there is a public road crossing covered by P.U.C.Order No. 33744 dated April 22, 1955, designated as Crossing No. 28-87.4. The crossing was installed by the U. S. A. Corps of Engineers in connection with the relocation of tracks and right of way due to the construction of The Dalles Dam.

Under date of November 18, 1963 advice was received from Mr. T. W. Litchfield, Utilities Liaison Engineer, State Highway Department, that the road covered by this crossing was obliterated by your Contract No. 5787 and crossing should be removed.

As this crossing is covered by P.U.C.Order, before we can remove it, the County would have to apply to the P.U.C. for authority to abolish the crossing under O.R.S.763.030 (2) and Commissioner's Regulation 42-075.

This matter was handled with Wasco County and attached is photocopy of letter dated December 31, 1964.

Please advise if you can handle with the Public Utilities Commissioner to have this crossing abolished.

Very truly yours,

O. W. Ryan

CONSTRUCTION DIVISION
[illegible]
JAN 20 1965
[illegible]

DONALD H. TURNER, District Attorney

DAVID H. BLUNT, Deputy

WASCO COUNTY DISTRICT ATTORNEY

Wasco County Courthouse Phone 296-4611

The Dalles, Oregon 97058

December 31, 1964

U. P. R. R. Co.
LAND DIVISION
JAN 4 1965
PORTLAND, OREGON

(13¼

Mr. O. W. Ryan
Manager of Properties
Union Pacific Railroad Company
Pittock Block
Portland, Oregon 97205

Dear Mr. Ryan:

Your letter of December 2, 1964 regarding closure of crossing No. 28-87.4 was referred to me for reply. You request that we initiate a petition with the Oregon Public Utilities Commission for the closure of this crossing.

On December 16, 1959 the County entered into an agreement with the State Highway Commission regarding a project for the construction of The Dalles-The Dalles Dam section of the Columbia River Highway. In that agreement the State Highway Commission undertook the closure of this road and the County consented thereto.

I am sure the State Highway Commission will be glad to bring this matter to the attention of the Public Utilities Commission. In the event that the consent given by the County in this agreement is insufficient to support the proceedings before the Public Utilities Commission, we would be more than willing to assist in any way we can.

Very truly yours,

Donald H. Turner
District Attorney

DHT/djj

cc: Oregon State Highway Commission
State Highway Building
Salem, Oregon

RECEIVED
DEC 6 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 5, 1963

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland, Oregon

Re: File No. 30557
Pux 405
Union Pacific Railroad Company
The Dalles Section
Columbia River Highway
Wasco County

Dear Mr. Baker:

Please find attached duplicate originals of a supplemental agreement relative to the above-titled matter, which have been executed by the Highway Commission. Please secure the signatures of the proper railroad officials and return one fully executed copy of the agreement to this office.

When the State's executed copy is returned I would appreciate receiving twelve additional copies each of your Exhibits "D", "E" and "F".

Very truly yours,

L. I. LINDAS
Chief Counsel

By
J. N. HERSHBERGER
Utilities & Railroad Attorney

NOTED
R. L PORTER

JNH:jr
Encls.

cc: R. L. Porter

RECEIVED
DEC 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1963

FOR FILING

5267

477 Cottage Street N.E.
Salem, Oregon

May 9, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(21)81
The Dalles-Big Eddy Section
Columbia River Highway
File No. 30555-Port of The Dalles

Please refer to Right of Way Engineer Walter T. Wright's letter dated May 8, 1963, requesting our approval to secure an additional appraisal on the above mentioned property. We will approve Federal participation in the cost of securing this additional appraisal because of the great difference in value estimates in the State's appraisals and the property owner's appraisals. We understand the work is to be done by Dames and Moore, and covers a review of the costs developed by the State to fill lands adjacent to the Port property. Our approval to participate in the additional appraisal service in no way implies that we concur in the proposition that the proper method of estimating the market value of the taking should be based on the filling of water-covered lands; however, we agree it is proper that this information be available to your Department in case that court action is necessary.

NOTED
LLOYD P. SHAW

RECEIVED
MAY 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

5781

477 Cottage Street N.E.
Salem, Oregon

April 23, 1963

Mr. Forrest Cooper
State Highway Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(11)84
The Dalles-Big Eddy Section
Final Voucher

You have submitted subject final voucher for our review in advance of the project's completion in substantial conformity with the plans.

Reference is made to our letter dated October 8, 1962, Project I-80N-3(27)81, The Dalles Section. The second paragraph of that letter states:

"The estimate and plans include work outside the project termini near The Dalles Dam Interchange included in the project agreement for Project I-80N-3(19)84. Our approval is with the understanding that such work either will be withdrawn from Project I-80N-3(19)84 and added to this project, or the contract estimate for this project be modified transferring such work to Project I-80N-3(19)84."

Until the indicated appropriate action is taken, we must, necessarily, defer further processing of subject voucher.

[illegible]

Original to Young
4-24-63

RECEIVED
NOV 21 1962
FORM E-30 50M 5-62 43906
FOR FILING

5781

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 19, 1962

SUBJECT: Seufert Frontage Road
Columbia River Highway
Wasco County

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

With reference to the letter from Dick & Dick, Attorneys-at-Law, dated November 13, 1962, regarding the frontage road in front of the Seufert Motel, the cost for placing an 0-9 oil mat on 6-inches of base and leveling to a point some 300-feet easterly of the motel's entrance is $5,680.00. This cost is based on the assumption that R. L. Houck and Sons would do the job in conjunction with their present contract. If State Forces were to do the work, the cost would be $6,150.00.

F D Morgan
F. D. Morgan
Construction Engineer

WHT:bjh

NOTED
R. L PORTER

RECEIVED
NOV 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

67-61

November 2, 1962

Mr. Norman B. Kobin
Kobin & Meyer
Attorneys at Law
314 Oregon Bank Building
Portland 4, Oregon

Re: The Dalles-Big Eddy Section
Contract No. 5787

Dear Mr. Kobin:

Reference is made to Claim No. IV in the total amount of $6,334.50 for 57-1/2 per cent of the flagging costs incurred at the Seufert Crossing of the Union Pacific Railroad.

Mr. Johansen of our legal staff has analyzed the matter thoroughly and has informed us that it is his opinion that this claim is invalid and should be denied.

Very truly yours,

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK;bjh

cc. Vernie Jarl
R. L. Porter ✓
L. I. Lindas

NOV 1962

NOTED
R. L. PORTER

RECEIVED
OCT 2 1962

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1962

SUBJECT: The Dalles-Big Eddy Section
Contract No. 5787

To: MEMO TO THE FILES

A meeting was held in the Construction Engineer's office on Wednesday, September 26, to discuss the claims presented by the contractor on this project. Attending the meeting were Messrs. Jarl, Kobin and Jarl's Superintendent, whose name I do not have, representing the contractor, and Morgan, Swift, Shull, Johansen, and Klaboe, representing the Oregon State Highway Department.

The claims were discussed in order:

CLAIM I - For liquidated damages assessed in the total amount of $2,000.

We agreed to restudy the matter in light of the fact that the general excavation was increased and the borrow excavation decreased. According to the contractor, the general excavation portion of the work was much more difficult than the borrow excavation portion and required more time to complete. Under the circumstances, the contractor feels he should be entitled to increase of time of an indetermined length.

CLAIM II - For additional compensation for excavation beyond the original neat slope lines between Stations 2505 and 2530 in the total amount of $60,000.

The contractor's representative stated that the figure $60,000 was unsupported and that it had been taken off the ceiling, so to speak. He presented arguments to support his contention that the most difficult portion of the job was the portion of the general excavation that we added beyond the original neat lines. This approximately 45,000 cubic yards of material consisted of extremely large boulders imbedded into sandy clay stratas and required man-handling with one or more cats in order to get the material down to a position where the shovel could pick it up. Also, many of these large boulders could not be handled by the shovels and had to be shot before loading. He also supports his contention for extra compensation with the allegations that the material that he could have obtained from the borrow source (which this extra general excavation tended to off-set) could have been easily moved with scrapers.

He also presented arguments concerning the difficulty of the hauling route. This was not considered pertinent to the claim and was dropped.

After considerable discussion, it was decided that the contractor should attempt to work up justification on a mathematical basis for his contention that he should be paid additional costs for the increase in general excavation between these Stations. He was cautioned concerning the fact that it was our belief that the entire job was inefficiently worked and that we were not going to pick up the check for his losses on this or any other claim. However, we would respect his submission to such an extent as to thoroughly analyze it and make suggestions, if any are warranted, for a justifiable settlement.

CLAIM III - For interference with contractor's haul road as a result of a slide near Station 2550+00 in the total amount of $10,000.

This claim was thoroughly discussed by all those present and it appeared that the contractor was confusing the interference at the actual slide area with interference in an area located about 500-feet easterly of the slide. It was our contention that this area located easterly of the slide was left in a muddy, unfinished condition throughout his hauling operation as a result of his inefficient and faulty handling of the water which came in from localized springs. The haul route past the slide was on existing highway shoulder and in excellent shape.. The contractor more or less agreed to drop this claim, dependent upon whether or not there was any information that he did not already have.

CLAIM IV - For 57-1/2% of the railroad flagging costs at the Seufert crossing in the total amount of $6,334.50.

We contend that the flagging across this public railroad crossing is the obligation of the contractor as per the Article on the bottom of page 8 in the Special Provisions. The attorney for the contractor raised the question whether or not the additional Special Provisions or the Special Provisions themselves govern in this case, as he felt that the additional Special Provisions provided for the payment of 57-1/2% of the flagging at this crossing. This matter was to be investigated by Mr. Johansen of the Legal Department and a decision will be forthcoming from him.

CLAIM V - For maintenance of detours in the total amount of $1,330

This claim involves the costs of cleaning up some cars that were splattered with oil as a result of placing the oil mat too late in the season, and for the cost of maintaining the travelled roadway throughout a winter season. Contractor stated that it was his opinion that the oil mat (which was placed during the months of November and December) broke up as the result of the State maintenance crews placing rock salt thereon. I have checked this out with our chemists and they state that the rock salt could have no effect on the oil and that his contention is without merit. The contractor dropped this claim.

F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter ✓
L. I. Lindas
Dean Swift
Vern Shull

RECEIVED
OCT 1 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Porter

RECEIVED
1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
September 27, 1962

SUBJECT: File No. 30557 - O. W. R. & N. Company
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

To: ~~Mr. L. H. Young~~
~~Office Engineer~~
~~Office~~

~~Attention Mr. J. W. Nash~~
~~Federal Aid Engineer~~

Upon being informed that the line of division between the Interstate and Urban Projects has been moved to Station 22+50, I have re-examined our proposed division of the $85,000 consideration due to the Union Pacific Company.

Parcels 5 and 6 lie southerly of the newly delineated Interstate Project boundary. By appraisal, these parcels constitute 34.10 percent of the total value. Applying this factor to the agreed consideration of $85,000, I find that the sum of $28,985 should be charged to the Urban Project.

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:jjm

cc Mr. R. L. Porter
Mr. L. I. Lindas

RECEIVED
SEP 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1962
FOR FILING

August 20, 1962

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

A claim letter, dated August 16, 1962, has been received from Niedermeyer-Martin Co., Portland, advising that Snook Bros. Construction Co. (subcontractor) owe them $532.90 on State Highway Contract No. 5787.

This appears to be in connection with our Contract No. 5787 with Vernie Jarl (prime contractor) for grading, paving, structures and signing on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Dooly & Co.
Board of Trade Building
Portland 4, Oregon

Vernie Jarl
P. O. Box 507
Gresham, Oregon

NOTED ON CARD
dc

Commission
Mr. Forrest Cooper

CWH:fp

August 20, 1962

Niedermeyer-Martin Co.
Oregon Bank Building
Portland 4, Oregon

Attention: Mr. T. J. Niedermeyer

Gentlemen:

This is to acknowledge receipt of your claim letter of August 16, 1962, stating that Snook Brothers Construction Co. owe you $532.90 for materials furnished on Oregon State Highway Contract No. 5787. From the description in your letter this appears to be in connection with our contract with Vernie Jarl, prime contractor, for grading, paving, structures and signing on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County.

Contract No. 5787 was completed August 3, 1961, and accepted by the State Highway Commission on October 20, 1961. The General Insurance Co., through Dooly & Co., Board of Trade Building, Portland 4, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

Attached are excerpts from the Oregon Revised Statutes relating to Public Contracts. It is possible that you may wish to file a claim with the Secretary of State even though the six-month period after acceptance of the contract by the Highway Commission has expired.

This information will be noted in our records and we will advise the surety and the contractor that it has been received.

Yours very truly,

[illegible]

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CWH:fp

CABLE ADDRESS:
"NIEDO"
ALL CODES USED
TWX PD-204

Niedermeyer-Martin Co.

Pacific Coast Forest Products
Domestic and Export
Portland 4, Oregon

HOME OFFICE
OREGON BANK BLDG.
PHONE CAPITOL 2-9581
AREA CODE 503

August 16, 1962.

State of Oregon,
Oregon State Highway Department
Contracts Administration,
Salem, Oregon.

Reference: Snook Brothers Construction Co.,
Corvallis, Oregon.

Gentlemen:

Please find attached photostatic copy of our invoices in connection with The Dalles 15-Mile Creek Job, Oregon State Contract No. 5787.

Mr. Louie Snook owes us a balance on this subject invoice as follows:

Date	Invoice No.	Amount of Invoice	Amount Paid	Date Paid	Balance Due
10/4/60	24938	$1,173.90	$1,500.00	3/23/61	
			200.00	9/28/61 on	
			633.00	11/ 9/61 acct.	
			100.00	6/28/62	
10/12/60	25042	1,363.25			$104.15
10/18/60	25091	428.75			428.75
					$532.90

Anything you could do to help us obtain payment on the above account would certainly be appreciated.

Cordially yours,

NIEDERMEYER-MARTIN CO.,

By
T. J. Niedermeyer.

TJN:pm

P. S. We would appreciate it if would advise us the name of the bonding company on this project, also the date this project was accepted as complete, as we would like to check our lien rights in connection with the bond on this project.

CABLE ADDRESS:
"NIEDO"
ALL CODES USED
TWX PD-204

Niedermeyer-Martin Co.
Pacific Coast Forest Products
Domestic and Export
Portland 4, Oregon

HOME OFFICE
OREGON BANK BLDG.
PHONE CAPITOL 2-9581
AREA CODE 503

August 16, 1962.

State of Oregon,
Oregon State Highway Department
Contracts Administration,
Salem, Oregon.

Reference: Snook Brothers Construction Co.,
Corvallis, Oregon.

Gentlemen:

Please find attached photostatic copy of our invoices in connection with The Dalles 15-Mile Creek Job, Oregon State Contract No. 5787.

Mr. Louie Snook owes us a balance on this subject invoice as follows:

Date	Invoice No.	Amount of Invoice	Amount Paid	Date Paid	Balance Due
10/4/60	24938	$1,173.90	$1,500.00	3/23/61	
			200.00	9/28/61 on	
			633.00	11/ 9/61 acct.	
			100.00	6/28/62	
10/12/60	25042	1,363.25			$104.15
10/18/60	25091	428.75			428.75
					$532.90

Anything you could do to help us obtain payment on the above account would certainly be appreciated.

Cordially yours,

NIEDERMEYER-MARTIN CO.,

By T. J. Niedermeyer.

TJN:pm

P. S. We would appreciate it if would advise us the name of the bonding company on this project, also the date this project was accepted as complete, as we would like to check our lien rights in connection with the bond on this project.

Inquiries particularly solicited for unusual and difficult items
PLYWOOD · LUMBER · TIMBERS · CROSSARMS · POLES · PILING · UNTREATED AND PRESERVATIVELY TREATED

Niedermeyer-Martin Co.

CABLE ADDRESS:
"NIEDO"
ALL CODES USED

Wholesale
PACIFIC COAST FOREST PRODUCTS
Domestic and Export
Portland 4, Oregon

HOME OFFICE
PORTLAND TRUST BLDG.
PHONE CAPITOL 2-9581

October 12, 1960.

1363.25
Prepaid
1363.25
1092.00

Invoice No. 25042
Car Initial Trucks.
Car No.

Sold to
Snook Brothers,
P. O. Box 687,
Corvallis, Oregon.

Our Order No. 10624-T
Your Req. No. Cont.#5787
Your Order No.

Shipped to
Snook Brothers,
The Dalles, Oregon.
(15 Mile Creek Job Contract #5787).

Sold F. O. B. trucks jobsite.
Routed Via Trucks
Terms of Payment Net thirty days, no discount.

Remittances must be made in funds bankable at par in Portland. If remittance is made in local checks, exchange will be charged to your account. Drafts on New York, Chicago or San Francisco will be accepted at par. Interest at 6% after maturity. All claims must be made within five days from receipt of shipment, and accompanied by original receipted freight bill. If claim be made account of grade, stock must be held intact until claim has been satisfactorily adjusted. Shortage claims must be supported by affidavit, showing complete piece tally of car as unloaded, also copy of notification of shortage to Railroad Agent and car seal record. Damage claims must be accompanied by written statement of Railroad Agent.

DOUGLAS FIR BARKIE PILING

Quantity and Description	Lineal Feet	Price Per Lin. Ft.	Total Price
Tip Dia. Natural Taper - 8"			
1/55 38/60 24/65	3,895'	$ .35	$1,363.25

Total No. Pcs. 63.

FREIGHT PREPAID.

Invoice in triplicate mailed to:

Snook Brothers,
P. O. Box 687,
Corvallis, Oregon.

Attention: Mr. Louis Snook.

ad

Niedermeyer-Martin Co.

CABLE ADDRESS:
NIEDO
ALL CODES USED

Wholesale
PACIFIC COAST FOREST PRODUCTS
Domestic and Export
Portland 4, Oregon

HOME OFFICE
PORTLAND TRUST BLDG.
PHONE CAPITOL 2-9581

October 18, 1960.

Invoice No. 25091
Car Initial
Car No. Truck.

Sold to Snook Brothers,
Post Office Box 687,
Corvallis, Oregon.

Our Order No. 10624-T
Your Req. No. Per letter
Your Order No. 9/16/60.

Shipped to Snook Brothers,
The Dalles, Oregon.

Contract No. 5787
Sold F. O. B. truck jobsite The Dalles, Oregon.
Routed Via Truck.
Terms of Payment Net thirty days, no discount.

$428.75
[illegible]
428.75
[illegible]

Remittances must be made in funds bankable at par in Portland. If remittance is made in local checks, exchange will be charged to your account. Drafts on New York, Chicago or San Francisco will be accepted at par. Interest at 6% after maturity. All claims must be made within five days from receipt of shipment, and accompanied by original receipted freight bill. If claim be made account of grade, stock must be held intact until claim has been satisfactorily adjusted. Shortage claims must be supported by affidavit, showing complete piece tally of car as unloaded, also copy of notification of shortage to Railroad Agent and car seal record. Damage claims must be accompanied by written statement of Railroad Agent.

DOUGLAS FIR BARKIE PILING

Quantity and Description	Lineal Feet	Price Per Lin. Ft.	Total Price
3/55 9/60 8/65 Tip Diam. 8", Natural Taper	1,225'	$ .35	$428.75

Total No. Pcs. 20.

FREIGHT PREPAID.

Invoice in triplicate mailed to:

Snook Brothers,
Post Office Box 687,
Corvallis, Oregon.

Attention: Mr. Louis Snook.

Niedermeyer-Martin Co.

CABLE ADDRESS:
"NIEDO"
ALL CODES USED

Wholesale
PACIFIC COAST FOREST PRODUCTS
Domestic and Export
Portland 4, Oregon

HOME OFFICE
PORTLAND TRUST BLDG.
PHONE CAPITOL 2-9581

October 4, 1960.

Invoice No. 24938
Car Initial
Car No. Trucks.

Sold to Snook Brothers,
Post Office Box 687,
Corvallis, Oregon.

$1,173.90
Prepaid
$1,170.00
$940.00

Our Order No. 10624-T
Your Req. No. Per letter
Your Order No. 9/16/60.
Contract No. 5787

Shipped to Snook Brothers,
The Dalles, Oregon.

Sold F. O. B. truck jobsite The Dalles, Oregon.
Routed Via Trucks.
Terms of Payment Net thirty days, no discount.

Remittances must be made in funds bankable at par in Portl[illegible] If remittance is made in local checks, exchange will be charged to your account. Drafts on New York, Chicago or San Francisco will be ac[illegible] at par. Interest at 6% after maturity. All claims must be made within five days from receipt of shipment, and accompanied by original receipt[illegible] bill. If claim be made account of grade, stock must be held intact until claim has been satisfactorily adjusted. Shortage claims must be su[illegible] affidavit, showing complete piece tally of car as unloaded, also copy of notification of shortage to Railroad Agent and car seal record. Da[illegible] claims must be accompanied by written statement of Railroad Agent

---

DOUGLAS FIR BARKIE PILING

Quantity and Description	Lineal Feet	Price Per Lin. Ft.	Total Price
24/16 28/20 24/25 8/30 8/35 4/55 7/60 10/65 Tip Diam. 8", Natural Taper	3,354'	$ .35	$1,173.90

Total No. Pcs. 113.

FREIGHT PREPAID.

Invoice in triplicate mailed to:

Snook Brothers,
Post Office Box 687,
Corvallis, Oregon.

Attention: Mr. Louis Snook.

RECEIVED
UG 13 1962

FOR FILING

I DN - 3 (19) Fd

6-71

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 23, 1962

SUBJECT: File No. 30557 - O. W. R. & N. Company
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

To: Mr. G. E. Rohde
Assistant Counsel
Office

I reviewed the Agreement between the O. W. R. & N. Company, and the State Highway Commission, as to transfer of title and feel that it deviates from our agreement in the following particulars:

(1) Parcels 5 and 6 are subject to the reversionary interest of the Hulls, who as successors in title of The Dalles and Southern Railroad, conveyed the property to the Union Pacific with a reversion in the event it was abandoned for railroad purposes. Originally we sought a fee title and the property was so appraised. However, at the conference in Portland the Railroad felt that an easement could be conveyed without forfeiture of title, and asked us to reduce the taking to an easement. Due, however, to the fact that the Hulls were aware of this interest and might make demands, we informed them that we could not buy and pay for "a law suit". They then assured us that if we would accept an easement they would warrant "quiet and peaceful possession by the Highway Department for Highway purposes". Please refer to the following provisions which are contrary to this agreement:

Part II, Section 1 (a), (p. 2) "So far as they lawfully may do so- - - -".

Part II, Section 1 (b), (p. 4) "Said easements are granted only insofar as the Railroads lawfully may grant the same, and the Railroads make no covenants or warranty of title, for quiet possession or against encumbrances".

Part II, Section 1 (d), (p. 4) "The easements hereby granted are subject to any and all encumbrances and rights (whether public or private), irrespective of whether or not they are recorded, existing at the time of granting said easements, and also to any and all extensions and renewals of said existing encumbrances and rights."

NOTED
G. S. PAYSON

Part II, Section 1, (p. 5) "Without limiting the generality of the foregoing, the easements granted in Section 1 shall be and are subject to the following:

- - - - - -

Eleventh: Rights of third parties under reversionary clauses set forth in deeds executed by The Dalles and Southern Railroad Company, recorded August 10, 1936, in Deed Book 87, page 47, and April 15, 1937, in Deed Book 87, page 542, Deed Records, Wasco County.

Twelfth: Proceedings pending, including claims of creditors, legatees and devisees, if any, and expenses of administration, in the matter of the Estate of Rose Laurene Hull, deceased, Probate No. 3230, in the Circuit Court of the State of Oregon, for the County of Wasco."

Part II, Section I(h), (p. 7) "If any property or rights other than those granted as provided in this agreement are necessary for the construction, maintenance and use of the highway and its appurtenances, or for the performance of any work contemplated by this agreement, the State will acquire all such other property and rights at its own expense and without expense to the Railroads."

(2) In addition our Parcel 6 (part of their parcel 10), being a small area of only 500 square feet, is subject to the reversionary interest of Cargill, Incorporated, said property being conveyed to the Union Pacific Railroad Company "to use and occupy for the maintenance and operation of a railroad", with reversion in the event of abandonment for that purpose. You have had correspondence from their attorneys, Koerner, Young, McColloch & Dezendorf of Portland, and I cannot find where their letter was answered. I presume that we would need some warranty as to quiet possession to cover this exception also.

(3) A tentative agreement was reached that hereafter when the State was to convey property to the Railroads, they would review our title in the form of title reports and accept or object to the title prior to the execution of the agreement. This was to obviate the general and impractical provision wherein the State is to convey an "unemcumbered title". As you are aware this provision was placed in the 1952 Agreement and as a result we have found it impossible to close or receive our deeds since the Railroad insists on a literal transaction rendering our performance impossible. The property we are to convey to the Railroad pursuant to Section 2 (p. 10) was acquired from the Sunshine Biscuit Company in two parcels; the first for "railroad purposes only" and the second for a "permanent slope easement". The Railroad has consolidated the two as Parcel 14 and requires us to convey them "an unemcumbered title". This obviously cannot be done. In addition the Sunshine Biscuit Company was

permitted to reserve an access across this tract for ingress and egress. Section (2) should therefore provide for a bargain and sale deed subject to the restrictions and conditions contained in Deed recorded March 30, 1962, in Book 145, page 502, Deed Records of Wasco County, Oregon (the deed from Sunshine Biscuit Company) and furnish them with a title insurance policy from the Wasco County Title Company in the form as previously approved (being our policy covering this property) The use of this provision would more accurately reflect the interest of the parties and render the agreement capable of performance. This would eliminate the following provisions in Section 2: "The title to be so conveyed shall be unemcumbered", and "The conveyance shall be by deed in form and substance satisfactory to the Railroads".

(4) Section 3 (p. 10) provides for delivery of conveyances and monetary consideration to be simultaneous. I believe this would be difficult since this large a sum would have to be processed in the normal way requiring several weeks after delivery. Heretofore, the railroads have been paid immediately and then the instruments are sent to us for approval and recording. I think this practice should be discontinued, especially in the instant case.

I have not checked the exceptions they intend to place in their deed to us, as outlined in Part III , Section 1 (c) (beginning on page 8). We have always allowed all railroads to except mineral interest and see no objection to this practice. However, exceptions 2 through 5 should be approved by Construction.

Our title reports show their property to be subject to the following interests to which no mention is made in the agreement, but I presume they will clear under Part III, Section 1 (b), (p. 8).

(a) Mortgage to the First National City Trust Company of New York.

(b) Leases to Northwest Liquefied Gas Company and The Dalles Natural Gas Company. There is a lease also to Texaco, Inc. which may be outside our area. At the time of appraisal F. L. Wilson was leasing 27 acres, part of which is covered by our Parcel 4. I presume the Railroad will handle the relocation or extinguishment of these interests. However, please notice paragraph "Ninth" (page 6) wherein we are to take subject to certain gas line easements of the Northwest Gas Company. I presume this will be cleared by our Construction Department.

James R. Kuhn
JAMES R. KUHN
Staff Attorney

JRK:jr

9

RECEIVED
1962
FOR FILING
5787

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1962

SUBJECT: File No. 30557-Union
Pacific Railroad Company
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

To: Mr. R. L. Porter
Assistant State Highway Engineer

Office

In compliance with your instruction relayed to me by Mr. Young, I submit the following information relative to a division of the consideration between Interstate and Urban Projects under subject file.

Our offer on this file was $73,785. The Railroad's initial demands exceeded $292,000. A compromise agreement was reached in the sum of $85,000. Included in this consideration are Parcels 4, 5, and 6, which lie southerly of the newly delin-iated Interstate Project boundaries. By appraisal, these files constituted 36.91 per cent of the total value. Applying this factor to the $85,000 agreed consideration, I find that the sum of $31,370 should be charged to the Urban Project.

If this is not the information you need, please advise me, and I will supply forthwith whatever is needed.

Walter T. Wright
WALTER T. WRIGHT
Right of Way Engineer

WTW:jjm

cc Mr. L. H. Young

JUL 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

R. L. PORTER

RECEIVED
3 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

T [illegible]-2117 184

5787 —

July 2, 1962

Mr. M.B. Austin
Acting Regional Director
Bureau of Reclamation
P. O. Box 937
Boise, Idaho

Subj: Proposed Pipe Line Crossing of UPRR in The Dalles, Oregon

Dear Sir:

We have reviewed your plans for your proposed pipe line crossing of the Union Pacific Railroad in The Dalles and our proposed Interstate highway overpass at the same location.

Due to our construction scheduling, it will be impossible for us to contract the excavation for the two piers for the proposed railroad overcrossing in 1962. We have alerted our Bridge Division of your proposed construction and they state they will take every precaution necessary to protect your pipe line during the construction of our proposed structure in the vicinity. There appears to be no serious conflict with your pipe line and our proposed construction if adequate measures are taken for the protection of your facility.

You can proceed with your construction with the assurance that the Oregon State Highway Department will require an adequate construction method when we contract the structure over the Union Pacific Railroad.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan
F.D. Morgan
Construction Engineer

RECEIVED
JUL 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER

GKA:jp

cc: G.S. Paxson
R.L. Porter
Ivan Merchant

RECEIVED
MAY 28 1962
FOR FILING

COMMISSIONERS
[illegible] J[illegible]SON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-

5787

May 25, 1962

Mr. Verdie Jarl
P. O. Box 507
Gresham, Oregon

Re: The Dalles-Big Eddy Section
Columbia River Highway
Contract No. 5787

Dear Mr. Jarl:

Reference is made to your five item claim on this project. Sometime ago I spoke to Mr. Kobin concerning the matter. At that time he indicated that you desired that a conference be arranged to discuss the matter. Since we have heard nothing further from you concerning this conference, I will take this opportunity to briefly discuss each of your claims and to present our tentative conclusions.

CLAIM I: For liquidated damages assessed - $2,000.00

The reasons presented by you in support of an extension of time do not appear valid to us. The overrun of time was essentially caused by shortage or inadequacy of equipment; something within your control and explicitly pointed out as a non-valid reason in the Special Provisions form.

CLAIM II: Additional compensation for excavation between Stations 2505 and 2530 - $60,000.00

Our records indicate that you were paid bid price for all the excavation performed in this area. Furthermore, the material included between the original and the extended slopes was not solid material and was similar to the borrow pit material. Your bid price for general excavation was $.25 a cubic yard more than your bid price for borrow excavation. In addition, you were paid haul on the general excavation, whereas no haul applies to borrow.

NOTED
R. L. PORTER

Our records, etc., are all on file here in Salem, and may be inspected by you at any time.

The claim, we feel, is not valid.

CLAIM III: A slide near Station 2550+00 interfered
with your haul road -- $1,000.00

We kept careful record of your haul operation with particular reference to hauling past this slide. You were quite short of equipment and only very rarely did two rigs meet at the slide area. When, occasionally, they did meet, the hold up for one of the rigs amounted to less than 10-seconds. This claim is absolutely unworthy.

CLAIM IV: 57½% of railroad flagging costs - $6,334.50

The Special Provisions form expressly calls your attention to the need for railroad flagging and to the fact that you must bear all the costs of this flagging.

CLAIM V: Maintenance of detours, etc. -- $1,330.00

Our records indicate that the problem here occurred as a result of poor scheduling of the work on your part. Furthermore, our maintenance men did not use rock salt on this roadway.

We are still agreeable to holding a conference concerning these claims. Please advise your desires.

I would also like to apologize for our delay in acknowledging your letter.

Very truly yours,

F. D. Morgan
Construction Engineer

By FB Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter ✓
L. I. Lindas
Dean Swift
Norman B. Kobin

RECEIVED
MAY 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 7 1962
FORM E-30X—50M—6-61—36662
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1962

SUBJECT: The Dalles-Big Eddy Section
Columbia River Highway
Contract No. 5787
Vernie Jarl Claim

To: MEMO TO THE FILES

The contractor, Vernie Jarl, by letter of January 30 concerning the final estimate for the above project, lists five items, which, in his opinion, contain claims of error or omissions. Vernon E. Shull, Resident Engineer on the project, prepared a report, augmented by letter of February 16, which, together, supply specific data from the job records which generally deny the validity of the contractor's claims. Mr. Shull's report is quite comprehensive and was endorsed by Mr. Dean Swift, Division Engineer, in letter of February 21, 1962.

All correspondence and reports are attached to this memo, which is an item by item review and evaluation of the contractor's claims.

Item No. 1: "Liquidated damages at the rate of $250 per day for eight days, or $2,000.00 should not have been assessed".

The reasons given by the contractor for this claim are not considered valid and are not substantiated by fact. In the first instance, no protest of workday charges were received during the life of the project. The 45,000 cu. yards additional excavation beyond the neat lines between 2505 to 2530, mentioned in the claim, cannot be considered as a claim for extra time. The final quantities show 16,769.5 cu. yards overrun in general excavation (3.6%) and 59,784.2 cu. yards underrun in borrow material (31%) for an over-all underrun in excavation materials, borrow and general combined, of 43,014.7 cu. yards (6.6%).

Total quantities easterly of the slide area were 42,546 cu. yards of excavation and 3,136 cu. yards of embankment, leaving 39,410 cu. yards to be hauled past the slide. Approximately 9,000 cu. yards of this amount was moved by scrapers before a 1-way haul past the slide was required. Of the remaining 30,410 cu. yards at least 1/3 was hauled in legal trucks down the highway.

Rate of production for the remainder was slow enough to avoid any haul rig congestion. The washout of the haul bridge on Fifteen Mile Creek is attributed to the method in which it was constructed.

The oiling was completed in advance of Jarl's completion. Guardrail and sight posts, though delayed by grading operations, were completed by the sub-contractor by the time grading operations were completed.

Constant reference is made to slow progress throughout the weekly reports and diaries. The contractor was contacted twice by letter from the Resident Engineer regarding this progress. No replies were received from letters dated December 14, 1960, and January 4, 1961. The assessment of liquidated damages seems in order.

Item No. 2: "Additional compensation for additional excavation between Stations 2505 to 2530". ($60,000.00)

Through this section the cross-sections were extended to remove material beyond the 1/4 to 1 slope shown on the plans. This material was not solid rock, and was, in fact, quite similar to the borrow pit material. Classified as "general excavation" the bid price was $0.25 per yard more than the bid price for borrow material. In addition, haul was paid.

The relation of final quantities to bid quantities is shown under Item 1. No basis for any additional compensation canbe found under these conditions.

Item No. 3: $10,000.00 claim for being deprived of unrestricted haul road past slide at Station 2550. Movement of material past this slide area is explained under Item 1. The contractor was permitted to use the old highway shoulder past the slide, which provided a very stable haul road. The distance of this one-way traffic was 500 feet. An entry in the job diary for March 22, 1961, reads as follows: "Hauling is one-way past slide, but rigs are only held up about 10 seconds when two meet there which is very seldom". The delay actually resulting from one-way haul past the slide is considered so minor as to be unworthy of any claim.

Item No. 4: $6,334.50 claim for flagging at the Seufert railroad crossing. The statement at the bottom of page 8, Job Special Provisions, under Hauling Across Railroad, is very clear as to the contractor's obligations for this item. The claim in this instance cannot be honored.

Item No. 5: $1,080.00 claim for extra maintenance ($90.00 a week for 12 weeks) of oiled detour made necessary as a result of State maintenance forces placing rock salt on the oil.

The grading for this detour was not started until October 17, 1960. It was completed November 11, 1960. On November 21, 1960, two lifts of RC-3 with 3/4-0 cover was shot, in an effort to provide a better roadbed for traffic and eliminate maintenance. This surfacing attempt started breaking up on November 28. On December 9 another attempt was made using a double lift of MC-2 covered with 3/4-0. Frozen aggregate made spreading aggregate difficult and a poor cover resulted. On December 18, 1960, a rain caused the uncured oil to emulsify resulting in pickup by cars. On December 20 the Engineer refused to participate in any further attempts to oil until favorable weather. The contractor was ordered to immediately scarify the oil mat, add 3/4-0 rock and provide necessary maintenance. On March 29, 1961, in good weather, a double lift of 120-150 asphalt with 3/4-0 cover provided a cover which held.

From the above it appears everything within reason was attempted to aid the contractor in securing a maintenance free detour. The trouble can be traced to poor scheduling of work on the part of the contractor, and for this reason no claim should be forthcoming for extra maintenance. The local highway maintenance foreman claims no rock salt was used at any time on the detour.

While the contractor may present unknown conditions during a forthcoming meeting, it is my opinion, on the basis of existing data, that all of the claims as presented should be denied.

G. L. Decker
Field Construction Engineer

GLD:bjh
cc: R. L. Porter
L. I. Lindas
Dean Swift

RECEIVED
MAY 3 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 1962
FOR FILING

I-80N - [illegible] (19) - 4
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION
5787

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

[illegible] NO. LARRABEE AVE.
PORTLAND 17, OREGON

APRIL 30, 1962

File Ref. D 315 - 2 - 93

W. O. Ref. 3-5251 CW

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

The Dalles - Big Eddy Section,
Columbia River Highway

On January 2, 1962, we mailed to the Oregon State Highway Department, original and two copies of Union Pacific Railroad Company bill No. 922404 dated January 9, 1962. Bill was in the amount of $246.20 rendered against Vernie Jarl for cost of repairing signal and communication lines damaged by him as State's Contractor on March 28 and June 5 through June 9, 1961 on the captioned project.

Will you please advise when payment of this bill may be expected?

Yours very truly,

G. H. Baker,
Superintendent

cc: Vernie Jarl,
Contractor
P. O. Box 507
Gresham, Oregon

General Insurance Company
c/o Dooly & Co.
Board of Trade Building
Portland 4, Oregon

Orig to Mr Maison 5-1-62

RECEIVED
APR 6 1962
FOR FILING

[illegible]
5787

April 5, 1962

General Insurance Company of America
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

Gentlemen:

We have received a letter, dated April 2, 1962, from Mercer Steel Co., Inc., informing us that Vernie Jarl, Gresham, has paid his account in full in the amount of $3,936.30. The letter states that this is in connection with State Highway Contract No. 5787 for grading, paving, structures and signing on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Dooly & Co.
Board of Trade Building
Portland 4, Oregon

Vernie Jarl
P. O. Box 507
Gresham, Oregon

NOTED ON CARD
dc

Commissioners
Mr. Forrest Cooper

CWH:fp

RECEIVED
APR 6 1962

FOR FILING

I-80N-2(11)

5787

April 5, 1962

Mercer Steel Co., Inc.
2636 N. W. 26th Avenue
Portland 10, Oregon

Attention: Mr. Neil A. Austin
Controller

Gentlemen:

Thank you for your letter of April 2 informing us that you have received $3,936.30 from Vernie Jarl which pays his account in full.

Your letter states that this is in reference to the State Highway Contract No. 5787 with Vernie Jarl for grading, paving, structures and signing on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County.

This information will be noted in our records and we will advise the surety and the contractor that it has been received.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
dc

MERCER
STEEL CO., INC.

Reinforcing Steel and Building Specialties
CApitol 6-2511
2636 N. W. 26th AVE.
PORTLAND 10, OREGON

April 2, 1962

Mr. Floyd Query
Oregon State Highway Commission
Salem, Oregon

and

Howell A. Appling, Jr.
Secretary of State
State Capitol
Salem, Oregon

Subject: Our Claim dated March 9, 1962. Oregon State Highway Commission State Contract No. 5787. General Contractor: Vernie Jarl. Sub-contractor: Snook Brothers.

Gentlemen:

The undersigned, Mercer Steel Co. Inc. does hereby acknowledge receipt of the sum of THREE THOUSAND NINE HUNDRED THIRTY SIX DOLLARS AND THIRTY CENTS ($3936.00) from Vernie Jarl, the sufficiency of which are hereby acknowledged as full and complete payment, satisfaction and discharge of all claims on the subject job. The undersigned does further withdraw and authorize the State of Oregon, acting by and through the Secretary of State's Office to withdraw any and all claims filed by the undersigned on subject job.

MERCER STEEL CO. INC.

BY Neil A Austin
Neil A. Austin
Controller

Cc, please reply

76

NAA/m

cc to: Snook Brothers
Box 687
Corvallis, Oregon

Vernie Jarl
P.O. Box 507
Gresham, Oregon

NOTED
C. W. HEAD

RECEIVED
APR 3 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 26 1962

FOR FILING

[illegible]

5787

March 23, 1962

Mercer Steel Co., Inc.
2636 N. W. 26th Avenue
Portland 10, Oregon

Attention: Mr. Neil A. Austin
Controller

Gentlemen:

Thank you for your letter of March 21 informing us that Vernie Jarl has made a payment on his account in the amount of $2,500, leaving a balance due of $3,936.30 plus interest. You state that this is in connection with State Highway Contract No. 5787 with Vernie Jarl for grading, paving, structures and signing on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County.

This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD

March 23, 1962

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Mercer Steel Co., Inc., Portland, has informed us that Vernie Jarl has made a partial payment on his account in the amount of $2,500.00, leaving a balance due of $3,936.30 plus interest. Our records indicate this to be in connection with a claim which Mercer Steel Co., Inc., has filed with the Secretary of State on the following contract:

> Contract No. 5787 with Vernie Jarl for grading, paving, structures, and signing on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Dooly & Co.
Board of Trade Building
Portland 4, Oregon

Vernie Jarl
P. O. Box 507
Gresham, Oregon

NOTED ON CARD

Commissioners
Mr. Forrest Cooper

CWH:fp

MERCER
STEEL CO., INC.

Reinforcing Steel and Building Specialties
CApitol 6-2511
2636 N. W. 26th AVE.
PORTLAND 10, OREGON

March 21, 1962

Mr. Floyd Query
Oregon State Highway Commission
Salem, Oregon

and

Howell A. Appling
Secretary of State
State Capitol
Salem, Oregon

Subject: Oregon State Highway Commission Contract No. 5787
General Contractor: Vernie Jarl
Sub-contractor: Snook Brothers.

Reference: Our Claim dated March 9, 1962 and letter March 13, 1962.

Gentlemen:

Reference our subject correspondence dated March 13, 1962 in acknowledgment of a payment received from Vernie Jarl, we indicated the wrong State Contract Number and amounts. Please disregard this previous correspondence and use the following:

On March 9, 1962 we forwarded to your office our claim in the amount of $6436.30 including interest from September 1, 1962 on the subject job. We wish to advise that we are in receipt of partial payment from Mr. Jarl in the amount of $2,500.00. After applying this payment to the subject job it will reduce the amount owing to a balance of $3,936.30 including interest from September 1, 1962.

We ask that you adjust our claim accordingly.

MERCER STEEL COMPANY, INC.

Neil A. Austin
Controller

Oc, please handle

NAA/m

cc to: Snook Brothers
Box 687
Corvallis, Oregon

Vernie Jarl
P.O. Box 507
Gresham, Oregon

RECEIVED
MAR 22 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

MERCER
STEEL CO., INC.

Reinforcing Steel and Building Specialties
CApitol 6-2511
2636 N. W. 26th AVE.
PORTLAND 10, OREGON

March 13, 1962

Mr. Floyd Query
Oregon State Highway Commission
Salem, Oregon

and

Howell A. Appling
Secretary of State
State Capitol
Salem, Oregon

Subject: Oregon State Highway Commission Contract No. ~~5935.~~ 5787
General Contractor: Vernie Jarl ✓
Sub-contractor: Snook Brothers. ✓

Reference: Our Claim dated March 9, 1962.

Gentlemen:

On March 9, 1962 we forwarded to your office our claim in the amount of 6,436.30 ~~$4,727.52~~ including interest from September 1, 1962 on the subject job. We wish to advise that we are in receipt of partial payment from Mr. Jarl ✓ in the amount of $2,500.00. After applying this payment to the subject job it will reduce the amount owing to a balance of ~~$2,227.52~~ 3,936.30 including interest from September 1, 1962.

We ask that you adjust our claim accordingly.

Cc please ack.
FG

MERCER STEEL COMPANY, INC.

Neil A Austin
Controller

NAA/m

cc to: Snook Brothers
Box 687
Corvallis, Oregon

Vernie Jarl
P.O. Box 507
Gresham, Oregon

Tel-call to Mr. Neil Austin, 3/21/62 to verify corrections. Austin will send a corrected letter. CH.

NOTED
C. W. HEAD

RECEIVED
MAR 14 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 20 1962
FOR FILING

4787

March 20, 1962

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $6,436.30 including interest, which has been filed with the Secretary of State for reinforcing steel and concrete accessories furnished to Snook Brothers, subcontractors.

This appears to be in connection with State Highway Contract No. 5787 with Vernie Jarl for grading, paving, structures and signing on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Dooly & Co.
Board of Trade Building
Portland 4, Oregon

Vernie Jarl
P. O. Box 507
Gresham, Oregon

Commissioners
Mr. Forrest Cooper

CWH:fp

NOTED ON CARD
dc

MERCER
STEEL CO., INC.

Reinforcing Steel and Building Specialties
CApitol 6-2511
2636 N. W. 26th AVE.
PORTLAND 10, OREGON

March 9, 1962

Mr. Floyd Query
OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

and
Howell A. Appling
Secretary of State
State Capitol
Salem, Oregon

NOTICE

Notice is hereby given that the undersigned, Mercer Steel Co., Inc. and Oregon Corporation, has a claim for reinforcing steel and concrete accessories furnished at the special instance and request of Snook Brothers used and incorporated in Oregon State Highway Commission Contract No. 5787 for the construction of The Dalles Big Eddy Section of the Columbia River Highway, in the amount of $6,436.30, including interest from September 1, 1962, against the bond taken by Vernie Jarl, General Contractor through the General Insurance Company bond number 427731 for the construction of the above project.

Dated at Portland, Oregon, this 9th day of March 1962.

MERCER STEEL CO., INC.

BY Neil A Austin
Controller

Cec,
please reply
[illegible]

RECEIVED
MAR 12 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

HOWELL APPLING, JR.
Secretary of State

March 12, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Mercer Steel Co., Inc. and filed as of March 12, 1962, a notice of claim by same for reinforcing steel and concrete accessories furnished at the special instance and request of Snook Brothers used and incorporated in Oregon State Highway Commission Contract No. 5787 for the construction of The Dalles Big Eddy Section of the Columbia River Highway, in the amount of $6,436.30, including interest from September 1, 1962, against the bond taken by Vernie Jarl, General Contractor through the General Insurance Company.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo C Stephens
Public Records Section

GS:FK

RECEIVED
MAR 20 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

MERCER STEEL CO
2636 N.W. 26th Ave.
CApitol 6-2511

March 9, 1962

Mr. Floyd Query
OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

and
Howell A. Appling
Secretary of State
State Capitol
Salem, Oregon

NOTICE

Notice is hereby given that the undersigned, Mercer Steel Co., Inc. and Oregon Corporation, has a claim for reinforcing steel and concrete accessories furnished at the special instance and request of Snook Brothers used and incorporated in Oregon State Highway Commission Contract No. 5787 for the construction of The Dalles Big Eddy Section of the Columbia River Highway, in the amount of $6,436.30, including interest from September 1, 1962, against the bond taken by Vernie Jarl, General Contractor through the General Insurance Company bond number 427731 for the construction of the above project.

Dated at Portland, Oregon, this 9th day of March 1962.

File # 3926

FILED
MAR 1 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

MERCER STEEL CO., INC.

BY Neil A Austin
Controller

RECEIVED
MAR 9 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
1962
FORM E-30 50M 3-61 34387
FOR FILING

5177

R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1962

SUBJECT: The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

To:

Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

This will summarize the series of events in connection with the Union Pacific Railroad complaint on The Dalles-Big Eddy Section, referred to in your letters of December 28, 1961 and January 29, 1962.

This matter was first called to our attention by letter from Mr. G. S. Paxson dated June 19, 1961 (copy attached). An investigation was made by Mr. Fred Klaboe with the assistance of Vernon E. Shull, Resident Engineer. A report was written and recommendation made by Mr. Klaboe on June 27, 1961 (copy attached).

In response to your letter of December 28, Mr. Baker of the Railroad was contacted by phone the very first part of January. We were referred to Mr. Haacke, Division Engineer; 2 P.M. January 9 was set as a tentative date for an on the site meeting, with Mr. Haacke to advise if he could not be there.

Mr. Swift, Division Engineer, along with Mr. Shull, Resident Engineer, and myself were at the site from a little before 2 P.M. on January 9 until 2:30 at which time we decided the railroad representatives would not be there. Upon return to Salem, Mr. Haacke's office was contacted by phone again to discuss the matter and arrange for another meeting if needed. Mr. Haacke was not in but had delegated a Mr. Dittier to speak for him. It appears Mr. Haacke remebered the time of the on the site meeting to be 3 P.M. on January 9. As a result of this misunderstanding, we failed to meet on the site. We gathered that Mr. Haacke does not believe another meeting is needed at this time and would await the effects of future construction in the area.

My own inspection on January 9 revealed only normal spalling of rock with none against the railroad rock fence. It is difficult to envision any worsening of this tendency to spall as a result of our operations. Mr. Haacke's decision to wait for the results of future construction indicates similar thinking on his part.

I would concur with Mr. Klaboe's recommendation if one is required at this time. However, I believe that time has resolved the problem. The minor and normal rock spalling in the year since our construction in the area indicates a stable slope. Future construction will be quite removed from the area in question.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:fp

Enc.

RECEIVED
FEB 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER

2-6-1-E

Salem, Oregon
June 27, 1961

~~The Dalles-Big Eddy Section~~
~~Columbia River Highway~~

Mr. G. S. Paxson
Assistant State Highway Engineer
BUILDING

Reference is made to your letter of June 19, 1961, in which you brought up the matter of the cut located between the new highway and the Union Pacific Railroad Company's main line track just east of Fifteen Mile Creek.

Mr. R. E. Haacke, Division Engineer for UP, has requested that we remove this rock pinnacle to prevent further damage to their rock fence located beneath it.

Please refer to the enclosed photographs and to a sheet of cross sections which are also enclosed. The removal of the material to a day light condition would involve approximately 4800 cubic yards of solid rock excavation. In addition, it would entail the removal of the Union Pacific communication lines inasmuch as they are on top of or adjacent to the rock pinnacle. Photograph Nos. 1, 2, 3, 4, and 5 were taken from the railroad tracks and show the condition of the railroad side of the cut throughout the area in question. Photograph No. 6 was taken from the new highway.

During the removal of the portion of this rock cut adjoining the new highway grade, the contractor loosened a small amount of material on the railroad side of the cut. Subsequent to the excavation work, he was required to perform considerable scaling work on both sides of the rock cut. As you will notice from an examination of the enclosed pictures, most of the material remaining on the face of the cut is firmly imbedded and should not be a cause of future trouble. Occasionally a small piece of rock will pop out due to changes in temperature and may foul the protective rock fence. However, the fence was in place long before we started our work in the area due to a similar condition existing prior to our work.

We do not believe that we have worsened the situation in ~~any~~ this matter. The railroad inspector and our resident engineer on the project have recently re-examined the cut face and agreed that the scaling work had been very well accomplished.

We therefore, recommend that Mr. Haacke be advised that neither the State Highway Department or its contractor has performed any work in this specific area which has resulted in a poorer condition than that which existed prior to our work.

Tom Edwards
Construction Engineer

By

F. B. Klaboe
Field Construction Engineer

FBK:jk

cc: Dean Swift
Forrest Cooper

OREGON STATE HIGHWAY DEPARTMENT

INTER DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
June 21, 1961

SUBJECT The Dalles-Big Eddy Section
Columbia River Highway

Mr. Tom Edwards
Construction Engineer
State Highway Dept.
Salem, Oregon

Attn: Mr. Fred Klaboe.

Reference our conversation this morning regarding the rock wedge remaining between our newly graded Highway ### and the Union Pacific Railroad tracks.

I enclose one roll of undeveloped film and platted sections of what it would take to daylight to Highway roadbed level.

The rock in question extends from station 2524+00 to 2527+00. I show the entire area where ### our contractor did any blasting adjacent to the railroad, but believe the railroad ## officials are concerned only with the first 100 feet, stations 2524 to 2525 inclusive.

The rock bluff adjacent to the railroad tracks is in a safer condition than it was prior to our contractors blasting operations on this contract.

Vernon E. Shull
Vernon E. Shull
Resident Engineer

cc: Dean Swift

REFERRED TO
Klaboe via Pearce
By Ass't Construction Engineer

Pearce has film developed.

CONSTRUCTION DIVISION
RECEIVED
JUN 22 1961
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CCE

2AM E 90 50M 7-60 29398

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1961

SUBJECT: The Dalles-Big Eddy Section
Columbia River Highway

To: Mr. Tom Edwards

I conferred with Mr. R. E. Haacke, Division Engineer for the Union Pacific Railroad Company, last Friday, and he brought up the matter of the cut just east of Fifteenmile Creek. He says that our grading leaves a thin pinnacle of rock between the railroad and the highway, and that the blasting has so shattered this rock that it is rolling down onto the railroad facilities. He says that he has already had considerable damage to hir rock fence, and that he can anticipate continuing damage in the future. He suggests that the rock pinnacle should be removed during our grading operations.

I would suggest that you take a look at the situation.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

CONSTRUCTION DIVISION
RECEIVED
JUN 19 196
NOTED--☐
CE

REFERRED TO
By Ass't. Construction Engineer

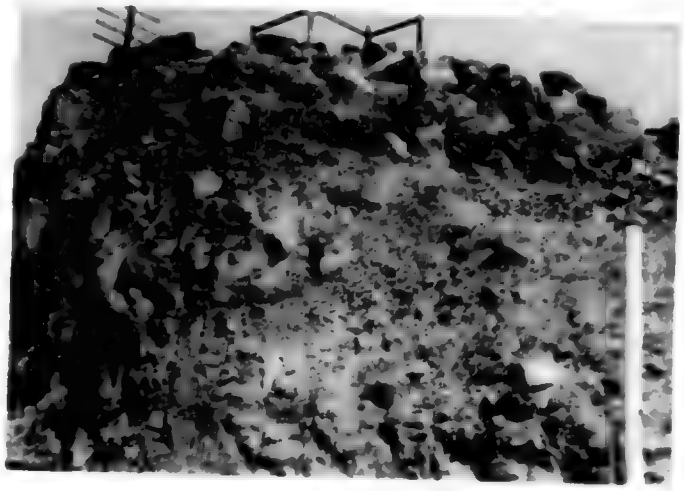
[illegible]

JUNE 1961

JUNE 1961

JUNE 1961

JUNE 1961


JUNE 1961

JUNE 1961

JUNE 1961

JUNE 1961

USE THIS ENVELOPE TO ORDER
share the fu

RECEIVED
1962
FOR FILING

5787

Salem, Oregon
January 29, 1962

The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

Mr. F. D. Morgan
Construction Engineer
Office

On December 28 we transmitted to you a complaint from the Union Pacific Railroad. This had to do with an alleged hazard that was caused by the contractor's operation on The Dalles-Big Eddy Section.

Will you please advise as to what has been done in this matter and what the answer is to be.

R. L. Porter
Assistant Highway Engineer

RLP:ajw

cc Forrest Cooper
Dean Swift

RECEIVED
1962

January 25, 1962

The Dalles-Big Eddy Section
Contract No. 5787

FINAL COST ANALYSIS
Grade, Pave and Structures
Contractor: Vernie Jarl
Resident Engineer: V.E. Shull

Highway: Columbia River
Prefix: 633-1070-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	1	Lump Sum	18,000.00	3,600.00	3,600.00	18,000.00
Drainage Excav., Unclass.	418.07	Cu.Yd.	3.00	3.96	1,654.84	1,254.21
Special Borrow Excav., Unclass.	121,412.6	Cu.Yd.	0.55	0.728	88,375.56	66,776.93
General Excav., Unclass.	483,569.5	Cu.Yd.	0.80	1.06	511,451.58	386,855.60
Short Overhaul	2,399,890.3	Yd.Sta.	0.005	0.007	15,865.35	11,999.45
Long Overhaul	218,947.3	C-Yd.Sta.	0.30	0.397	86,840.44	65,684.19
Finish R.B. & Slopes	1	Lump Sum	3,000.00	4,510.20	4,510.20	3,000.00
Rounding Cutbanks	5,840	Lin.Ft.	0.10	0.116	678.00	584.00
18" Corr.Mtl.Pipe	1,139	Lin.Ft.	4.00	3.50	3,989.51	4,556.00
36" Corr.Mtl.Pipe	202	Lin.Ft.	14.00	11.69	2,361.74	2,828.00
36" Corr.Mtl.Pipe, 8 ga.	300	Lin.Ft.	20.00	16.39	4,918.20	6,000.00
18" Culvert End	11	Only	75.00	34.85	383.35	825.00
36" Metal Tide Gate	1	Only	350.00	312.56	312.56	350.00
Concrete Curbs	34.48	Cu.Yd.	50.00	50.00	1,724.00	1,724.00
*Type 2 Fence	455.15	Rod	6.00	6.00	2,730.90	2,730.90
*Metal Guard Rail	4,505	Lin.Ft.	2.25	2.25	10,136.25	10,136.25
*Metal Median Barrier	6,431.5	Lin.Ft.	4.00	4.00	25,726.00	25,726.00
*Type 2 Barricade	1,216	Lin.Ft.	4.00	4.00	4,864.00	4,864.00
*Salvage & Reinstall	2,036.5	Lin.Ft.	1.50	1.50	3,054.75	3,054.73
*Guide Posts, Type W-1	92	Only	7.00	7.00	644.00	644.00
*Guide Posts, Type Y-1	60	Only	8.00	8.00	480.00	480.00
*Guide Posts, Type Y-2	56	Only	9.00	9.00	504.00	504.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Guide Posts, Type Y-3	2	Only	10.00	10.00	20.00	20.00
Coarse Cr. Mat'l in Base	40,217.86	Ton	1.25	1.08	43,435.29	50,272.33
3/4"-0 Cr. Mat'l in Base	12,536.46	Ton	1.30	1.08	13,539.38	16,297.40
Sprinkling	2,488.90	M-Gal.	2.50	2.29	5,691.60	6,222.25
Preparation of Base	1	Lump Sum	1,000.00	733.80	733.80	1,000.00
3/4"-0 Mat'l in Binder Course	861	Cu. Yd.	4.00	3.85	3,314.85	3,444.00
**Furnish & Place Aggregate	1,131	Cu. Yd.	4.50	4.35	4,919.85	5,089.50
**RC-3 Asphalt	90.81	Ton	41.00	41.00	3,723.21	3,723.21
**120-150 Asphalt	73.30	Ton	40.00	40.00	2,932.00	2,932.00
**RS-1 Asphalt	20.66	Ton	40.00	40.00	826.40	826.40
**Asphaltic Concrete Mixture	13,863.13	Ton	4.20	4.20	58,225.15	58,225.15
**Asphalt in Mixture	692.67	Ton	30.00	30.00	20,780.10	20,780.10
**Asph. Conc. Traffic Markers	340.20	Lin. Ft.	1.00	1.00	340.20	340.20
***Shoring & Cribbing, etc.	1	Lump Sum	8,000.00	8,000.00	8,000.00	8,000.00
***Structural Excavation	377.40	Cu. Yd.	8.00	8.00	4,619.20	4,619.20
***Structural Excavation, Below	242.80	Cu. Yd.	8.00	8.00	1,942.40	1,942.40
***Class A Concrete	1	Lump Sum	147,240.00	147,240.00	147,240.00	147,240.00
***Metal Reinforcement	1	Lump Sum	70,655.00	70,655.00	70,655.00	70,655.00
***Metal Parapet Railing	726	Lin. Ft.	7.00	7.00	5,082.00	5,082.00
***8" Metal Drain Pipe	47	Lin. Ft.	4.00	4.00	188.00	188.00
***Struct. Excav. Walls	649.3	Cu. Yd.	6.00	6.00	3,895.80	3,895.80
***Struct. Excav., Below Elev.	19	Cu. Yd.	10.00	10.00	190.00	190.00
***Class A Concrete Walls	1	Lump Sum	16,462.00	16,462.00	16,462.00	16,462.00

Final Cost Analysis - Contract No. 5787
The Dalles-Big Eddy Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
***Metal Reinforcement Walls	1	Lump Sum	8,320.00	8,320.00	8,320.00	8,320.00
***Removal of Existing Sign Installation	1	Lump Sum	200.00	200.00	200.00	200.00
***Metal Sign Supports	1	Lump Sum	3,000.00	3,000.00	3,000.00	3,000.00
***Wood Sign Posts	1	Lump Sum	1,350.00	1,350.00	1,350.00	1,350.00
***Type A Signs in Place	407.50	Sq. Ft.	8.50	8.50	3,463.75	3,463.75
***Type C & D Signs in Place	522.20	Sq. Ft.	4.00	4.00	2,088.80	2,088.80
***Type E Signs in Place	20.80	Sq. Ft.	4.00	4.00	83.20	83.20
***Type J Signs in Place	2.20	Sq. Ft.	8.00	8.00	17.60	17.60
***Type K Signs in Place	72	Sq. Ft.	7.00	7.00	504.00	504.00
12" Conduit for Sewer	224	Lin. Ft.	5.25	5.00	1,120.00	1,176.00
Concrete Backfill	5	Cu. Yd.	25.00	22.50	112.50	125.00
Railroad Protective Ins.	1	Lump Sum	2,000.00	2,000.00	2,000.00	2,00.00
**MC-2 Asphalt	16.41	Ton	41.00	41.00	672.81	672.81
Truck Measure Borrow	6,103	Cu. Yd.	0.55	0.435	2,654.48	3,356.76
*Guard Rail Adjustment	1,050	Lin. Ft.	0.82	0.82	861.00	861.00
*Guard Rail Post Adjustment	1	Lump Sum	27.94	27.94	27.94	27.94
Liquidated Damages	8	Day	250.00	250.00	2,000.00	2,000.00
***Adjust Class A Concrete	14.80	Cu. Yd.	70.96	70.96	1,050.21	1,050.21
***Adjust Metal Reinforcement	2,474	Lb.	0.13	0.13	321.62	321.62
***Adjust Class A Concrete	1.2	Cu. Yd.	47.99	47.99	57.59	57.59
***Adjust Metal Reinforcement	145	Lb.	0.13	0.13	18.85	18.85
EW1 Flagging					7,841.44	7,841.44
EW2 Signing					430.55	495.10

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
EW3 County Water System					2,601.52	3,479.78
EW4 Scaling					662.34	849.97
EW5 Fencing					253.81	291.88
EW6 Temporary Access Road					106.29	157.47
EW7 Army Conduit					1,301.11	1,687.61
					1,234,682.87	1,065,522.60

Gross Revenue	$ 1,065,522.60
Total Cost	1,234,682.87
Net Loss	$ 169,160.27

Net Loss equals 15.9% of Gross Revenue

DETAIL OF COST - Contract No. 5787

Labor:				
Labor			$ 339,916.75	
Labor Insurance			34,516.06	
Health and Welfare			9,037.78	
Pension			9,074.06	$ 392,544.65
Equipment Rental:				
Equipment Rental, Owned			218,575.02	
Equipment Rental, Hired			72,594.87	
Gas, Oil and Grease			42,352.72	333,522.61
Miscellaneous Expense:				
Bond (R.R. Incl.)			4,632.36	
Explosives (Cap, Dynamite, Fertilizer, Fuse and Powder)			35,031.83	
Freight and Postage			380.00	
Home Office and General Overhead			10,321.03	
Insurance for Project, P.L. and P.D.			4,248.96	
Lumber and Nails			1,511.28	
Move In			8,450.00	
P.U.C.			175.00	
Wire Rope			3,750.00	
Small Tools and Miscellaneous Supplies			4,438.01	
Legal			700.00	
Power			2,161.96	
Royalties			3,989.45	79,789.88
Subcontractors:				
Vern Hoaglin Guard Rail and Median Barrier			49,048.84	
Warren Northwest Paving			90,892.87	
Snook Bros. Bridge			278,750.02	418,691.73
Materials:				
18" Corr. Metal Pipe	1,139 Lin. Ft.	@ $3.09	3,519.51	
36" Corr. Metal Pipe	202 Lin. Ft.	@ $9.47	1,912.94	
36" Corr. Metal Pipe, 8 ga.	300 Lin. Ft.	@ $14.15	4,245.00	
18" Corr. Metal Ends	11 Only	@ $23.05	253.55	
36" Tide Gate	1 Only	@ $203.00	203.00	10,134.00
		TOTAL COST		$ 1,234,682.87

Remarks - Contract No. 5787

This was a "Federal Aid Interstate Highway Project" and was to be conducted in accordance with Federal regulations applying to that class of project, calling for construction of 2.20 miles of highway roadbed, involving approximately 466,800 cubic yards of roadbed excavation and 187,300 cubic yards of special borrow excavation; construct two reinforced concrete structures and four reinforced concrete retaining walls; construct 1.33 miles of stone base and shoulders, involving approximately 61,400 tons of crushed stone materials; construction of type 0-9, 0-11 and 0-11 modified oil mat wearing surfaces; construct 14,000 tons of asphaltic concrete pavement, and such additional and incidental work as was called for by the specifications and plans.

The west end of the project was at Station 2446+50, which station is at the junction of the Columbia River Highway and The Dalles Bridge Road about one mile east of The Dalles. The east end of the project was at Station 2574+00, which station is about 0.5 mile east of the road leading to The Dalles Dam. The overall length of the project was 2.40 miles.

The project was bid July 28, 1960 and the contractor started clearing August 15, 1960. Grading began at this same time with very low production. The equipment was in very poor condition and numerous breakdowns contributed to considerable delays. Work progressed throughout the winter and was completed August 3, 1961.

Equipment used on project: two D9's with dozers, four D8's with dozers, complete crushing plant, four rockers, three 10-yard trucks, four semi-bottom dumps, two 2-1/2-yard shovels, three blades, four compressors with air tracks, six 18-yard Euclid end dumps, four DW21's with scrapers, one 1-yard shovel, three 12-yard Euclid trucks, two loaders, water wagon, power saw, roller, three pickups and miscellaneous service trucks. Most of the equipment was old and in poor condition and a depreciated rental was used.

Supervision was not all that could have been desired and equipment in poor condition contributed to an excessive loss.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

RECEIVED
JAN 1 1962
FOR FILING
I-80N-1(17)84
5787

Salem, Oregon
December 28, 1961

The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

Mr. F. D. Morgan
Construction Engineer
Office

Your attention is directed to a recent letter from the Union Pacific Railroad Company which has to do with a hazard that they feel exists on The Dalles-Big Eddy Section.

I believe that Mr. Paxson forwarded to you copies of correspondence, and will you please keep me posted as to what corrective action is recommended. It is assumed that you will arrange a meeting with the railroad people as soon as possible.

R. L. Porter
Assistant Highway Engineer

RLP:ajw

cc Forrest Cooper
Dean Swift

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1961

SUBJECT: The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

To: Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

Attached is a copy of a letter from Union Pacific Railroad Company concerning danger to its operations because of work being done by our contractor on the above section.

I would suggest that you arrange a meeting with Mr. Roland Haake, Division Engineer, Union Pacific, to examine the situation.

G S Paxson

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. F. D. Morgan
Mr. Dean Swift

attach.

NOTED
R. L. PORTER

RECEIVED
DEC 21 1961
FOR FILING
[illegible]

5787

December 20, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

This will acknowledge your letter of December 15 concerning slopes at your Railroad Mile Post 88.9. I have asked our field forces to arrange a meeting with your engineers on the ground.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
cc Mr. Forrest Cooper
Mr. R. L. Porter

Salem, Oregon
December 20, 1961

The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

Attached is a copy of a letter from Union Pacific Railroad Company concerning danger to its operations because of work being done by our contractor on the above section.

I would suggest that you arrange a meeting with Mr. Roland Haake, Division Engineer, Union Pacific, to examine the situation.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. F. D. Morgan
Mr. Dean Swift

attach.

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

DECEMBER 15, 1961

File Ref. D 315 - 2 - 93

U. S. Certified Mail

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

In connection with highway construction for relocation of Columbia River Highway between The Dalles and Big Eddy, Contractor's blasting operations caused some disturbance of rock ridge between new highway and the railroad in the vicinity of Railroad Mile Post 88.9. Although no blasting was performed by the State's Contractor on this rock ridge, lying northerly of the highway, there was some disturbance to ridge as Contractor was required to clean up northerly highway ditch section in the vicinity of Highway Engineer's Station 2575 due to blasting operations conducted on southerly side of the highway in this vicinity. This work was performed during the early part of this year.

From our recent examination of this area, it appears that there has been some additional movement of the large boulders forming the ridge which presents a hazard to our Railroad operations in this area.

We would appreciate arranging for a meeting between your Engineers and our representatives at the earliest possible date to examine the area and resolve means of eliminating this hazard to our tracks.

Will you please advise when this may be done?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
DEC 20 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1961
FOR FILING

5-787

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 19, 1961

Mr. Vernie Jarl
P. O. Box 507
Gresham, Oregon

Railroad Charges
The Dalles-Big Eddy Section
Contract No. 5787

Dear Mr. Jarl:

On December 11, 1961, we released final payment on Contract No. 5787, The Dalles-Big Eddy Section of the Columbia River Highway. On this final estimate, we retained $16,000.00 as the estimated amount of costs incurred by the Union Pacific Railroad Company, which you are obligated to pay under the terms of the contract.

We have just received the final railroad bill in the amount of $23,427.66, which leaves a blance of $7,427.66 due to the State ($23,427.66 - $16,000.00).

We are attaching copies of the post-final estimate showing a credit balance of $7,427.66 representing the amount due to the Oregon State Highway Department. Also attached is a copy of the billing from the Union Pacific Railroad Company, and our invoice No. 72606 in the amount of $7,427.66.

Very truly yours,

FORREST COOPER
State Highway Engineer

By:
C. H. Maison
Auditor

DFW:jc

Attachments

cc: L. H. Young
F. D. Morgan
Duane Wolfe
General Files

OREGON STATE HIGHWAY DEPARTME

INVOICE

INVOICE NUMBER
72606

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-19-61	AD 7720		633-1070-202

Vernie Jarl
P. O. Box 507
Gresham, Oregon

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM 10, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Claim for railroad costs resulting from the contractors operations on The Dalles-Big Eddy Section of the Columbia River Highway (Contract No. 5787), this billing is in accordance with the contract specifications and Mr. Tom Edwards' letter dated January 10, 1961.			
Contractors obligation for Railroad charges per the attached Union Pacific Railroad Company's bill.			
Total cost per Bill No. 988523 $23,427.66			
Less amount retained from final contract payment. 16,000.00			
Amount Due			$7,427.66

A 150X (REVISED 7-60)

RECEIVED
NOV 6 1961
FOR FILING

5787

November 3, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5787 for grading-paving-structures-signing on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County was completed by the contractor, Vernie Jarl, on August 3, 1961, and was formally accepted by the Highway Commission on October 20, 1961.

Final payment in the amount of $16,196.42 will be released to the contractor on or after November 10, 1961. The total contract amount is $1,071,522.60, of which amount $14,803.25 represents force account items. Also, the amount retained to cover flagging and watchman service is $16,000.00.

You were previously notified that a claim had been filed against this contract, which has since been paid in full.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Vernie Jarl
P. O. Box 507
Gresham
Oregon

RECEIVED
NOV 3 1961
FOR FILING
5747

477 Cottage Street, N.E.
Salem, Oregon

November 2, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4 Salem, Oregon

Oregon Project I-80N-3(19)84
The Dalles-Big Eddy Section, Columbia River Highway
Seeding and Mulching
Total estimated cost $4,600.00 - Federal participation $4,140.00

Reference is made to your letter dated October 27, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Porter

NOTED

RECEIVED
OCT 30 1961

FOR FILING

5747

October 27, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, Account No. 224-238, covering seeding and mulching on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County, Contract No. 5747, in connection with Federal Aid Project No. I-80N-3(17)84.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $4,600.00 with Federal participation of $4,140.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:cr

RECEIVED
OCT 25 1961
FOR FILING

I-[illegible]

5787

~~Cec~~
D Cook ✓

October 24, 1961

St. Paul Fire and Marine Insurance Company
P. O. Box 75428, Station "S"
Los Angeles 5, California

Attention: E. E. Henning, Asst. Claims Examiner

Dear Mr. Henning:

Thank you for your letter of October 16 advising us that a check in the amount of $55.47 has been sent to Mr. Leach as full payment of his claim against Vern Hoaglin Construction Company on Contract 5787.

This contract was awarded to Vernie Jarl and our records indicate Hoaglin Construction Company worked as a subcontractor. The claim has been filed in our office, but we have not issued any instructions or required any withholding of payment to Hoaglin. As Hoaglin Construction Company is a subcontractor it is necessary that he look to the principal contractor for payment for work performed. The State makes payment on the contract only to the principal contractor, which in this case is Vernie Jarl.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: Mr. Vernie Jarl, P. O. Box 507, Gresham
Vern Hoaglin Construction Co., 232 N.W. Cedar, Beaverton

NOTED ON CARD
dc

NOTED
C. W. HEAD

10/19/61

Floyd:

To my knowledge we haven't been holding up payments on this contract to Vernie Jarl.

This claim is the one that you had correspondence with a MRS. Carson, Sec. to Sen. Morse.

COC

The St. Paul Western Insurance Companies
FOUNDED 1853

ST. PAUL FIRE and MARINE INSURANCE COMPANY
ST. PAUL MERCURY INSURANCE COMPANY

SOUTHERN CALIFORNIA BRANCH { 3101 Wilshire Boulevard
Mail Address: P. O. Box 75428, Station "S" } Phone: DUnkirk 2-8351
LOS ANGELES 5, CALIF.

October 16, 1961

State of Oregon
Division of Highways
Salem, Oregon

RE: File: 04L-40993
Insured: Vern Hoaglin Construction Co.
Claimant: Roy Leach
Loss: 7-5-61

#5787
Vernie-Jarl, Prims

Gentlemen:

It is our understanding that as a result of this above incident, you are holding up paying our insured, Vern Hoaglin Construction Company for the work they did on the state highway near The Dalles, Oregon. It is our understanding that the reason for this payment being held up was due to the fact that this claim has been unpaid.

✓ Therefore, please be advised that on October 2, 1961, we forwarded our draft in the amount of $355.47 to Mr. Leach as full and final settlement of his claim.

Therefore, we are in hopes that the above information will allow you to release the money owed to Vern Hoaglin Const. Co.

Yours truly,

E. E. Henning

E. E.Henning
Asst. Claims Examiner

EEH:VD

RECEIVED
OCT 19 1961
OREGON
STATE HIGHWAY COMMISSION

Western Life Insurance Company — A St. Paul Fire and Marine Insurance Company Affiliate

RECEIVED
OCT 19 1961
FOR FILING
5787

477 Cottage Street, N.E.
Salem, Oregon

October 18, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

Oregon Projects I-80N-3(19)84, The Dalles-Big Eddy
I-5-6(5)298, S.W. Lowell St.-S.W. 11th Ave.
I-5-1(9)44, Evans Creek-Rock Point 5854
Signing Specifications (Gloss rating)

Your letter, dated October 13, 1961, requested that this office approve a deviation from contract specification on the subject projects. The contract specifications for Type "A" Signs specify a gloss rating of 68 to 73 units when read at a 60 degree angle. The latest revisions in signing specifications which are now in use specify a gloss rating of 50 to 70 units when read at a 45 degree angle. The revised upper limits on gloss ratings when read at a 45 degree angle correlates with the higher gloss rating of 95 units at a 60 degree angle found on the porcelain enameled sign faces for the subject projects.

Since the higher gloss rating does not result in a less desirable product and cannot be detected by visual inspection we therefore concur in the requested deviation.

Porter
Crandall

RECEIVED
OCT 13 1961
FOR FILING

October 13, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

The specified gloss rating for Type 'A' signs (porcelain enamel on aluminum extrusions) is from 68 to 73 units. The gloss rating on the signs installed on the projects listed below is as follows:

COLUMBIA RIVER HIGHWAY

Project	Highway Section	Gloss Rating
I-80N-3(19)84	The Dalles-Big Eddy	95

PACIFIC HIGHWAY

Project	Highway Section	Gloss Rating
I-5-6(5)298	S.W. Lowell St.-S.W. 11th Ave.	95
I-5-1(9)44	Evans Creek-Rock Point	88

Although the specified gloss rating is exceeded in each case, the higher gloss rating will give greater durability without hindering the visibility of the signs. Considering that the gloss rating specified in more recent contracts has been increased to 70-90 units, it is requested that you approve the deviation from contract specifications and acceptance of the signs with the higher gloss rating.

Very truly yours,

P. M. Stephenson
Acting State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall
DRA:pk ms

RECEIVED
OCT 5 1961
FOR FILING

5787

October 5, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Co.
2525 N. Larrabee Ave.
Portland 17, Oregon

Dear Sir:

This is to advise you that work was complpted August 3, 1961, on The Dalles-Big Eddy Section in Wasco County, State Highway Contract No. 5787.

Agreement with your company is involved in connection with work on this project.

Very truly yours,

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
SEP 22 1961
FOR FI

5187

September 22, 1961

Mrs. Myrtle Carson, Secretary
Oregon Office of Senator Wayne Morse
706 U.S. Court House
620 S. W. Main Street
Portland 5, Oregon

Dear Mrs. Carson:

In reply to your letter of September 21, attached are the enclosures which were recently sent us.

The only correspondence we received addressed to Senator Morse is a letter from Mr. Roy H. Leach. We do not have a letter from Mr. McIver addressed to Senator Morse.

We hope we have not inconvenienced you by not forwarding these enclosures with our letter of September 18.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

Encls.

JOHN SPARKMAN, ALA., CHAIRMAN

RUSSELL B. LONG, LA.
HUBERT H. HUMPHREY, MINN.
GEORGE A. SMATHERS, FLA.
WAYNE MORSE, OREG.
ALAN BIBLE, NEV.
JENNINGS RANDOLPH, W. VA.
CLAIR ENGLE, CALIF.
E. L. BARTLETT, ALASKA
HARRISON A. WILLIAMS, JR., N.J.
FRANK E. MOSS, UTAH

LEVERETT SALTONSTALL, MASS.
ANDREW F. SCHOEPPEL, KANS.
JACOB K. JAVITS, N.Y.
JOHN SHERMAN COOPER, KY.
HUGH SCOTT, PA.
WINSTON L. PROUTY, VT.

WALTER B. STULTS, STAFF DIRECTOR
CHARLES S. BREWTON, JR., GENERAL COUNSEL

United States Senate

SELECT COMMITTEE ON SMALL BUSINESS
(CREATED PURSUANT TO S. RES. 58, 81ST CONGRESS)

Oregon Office
706 U. S. Court House
620 S. W. Main Street
Portland 5, Oregon

September 21, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

Thank you very much for your reply of September 18, 1961, to this office in answer to our letter of August 22 regarding Mr. M. K. McIver. However, we would appreciate it if you would return the letter and attachments from Mr. McIver to Senator Morse in order that the Senator may reply to Mr. McIver.

With kindest regards,

Sincerely,

Myrtle Carson

(Mrs.) Myrtle Carson, Secretary
Oregon Office of Senator Wayne Morse

RECEIVED
SEP 19 1961

FOR FILING
[illegible]
5749

September 18, 1961

Mrs. Myrtle Carson, Secretary
Oregon Office of Senator Wayne Morse
706 U.S. Court House
620 S. W. Main Street
Portland 5, Oregon

Dear Mrs. Carson:

Your letter of August 22, addressed to Mr. M. K. McIver, has been referred to this office for reply.

Attached to your letter was a letter written by Mr. Roy H. Leach, and a copy of a letter written by Mr. Leach to Hoaglin Construction Company, Inc., asking payment for damages to his truck in the sum of $355.47. From the description in Mr. Leach's letter it appears that the accident occurred on a section of highway under Contract No. 5787, awarded to Mr. Vernie Jarl, P. O. Box 507, Gresham.

Our Construction Office records indicate that Hoaglin Construction Company, Inc., was acting as a subcontractor on this project. We also find that on July 15, 1961 Mr. Leach notified us of his claim, and on August 28, 1961 we received a letter from the Secretary of State advising that the claim had been filed in his office. The filing of the claim with the Secretary of State is for legal protection of the claim under the performance bond furnished by the principal contractor, which bond is given to assure completion of the project and payment of all labor and material bills that enter into the contract.

From the nature of Mr. Leach's claim it appears that liability for the claim would be handled by the contractor's public liability surety. I am sorry that we do not have the name of this surety company as public liability insurance for protection of the contractor is not required in this contract.

The General Insurance Company, Board of Trade Building, Portland 4, furnished the performance bond referred to above. Unless the surety on the performance bond will accept liability for the damage, I do not know of any way that we could assist Mr. Leach in collecting this claim. If the contractor refuses to pay, Mr. Leach may have to take legal action through the courts.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 2 1961

Section The Dalles-Big Eddy

Kind of work Grading, Paving, Structures & Signing

Highway Columbia River County Wasco

Section prefix 633-1070

Contractor Vernie Jarl

Contract number 5787

Date of contract Aug. 26, 1960

Specified work days 130

Date work started Aug. 15, 1960

Work days used 138

Project authorization $ 1,299,025.13

Exclusive of engineering $ 1,206,650.01

Per cent of time elapsed 106.2 %

Estimated cost of completed project, exclusive of engineering $ 1,171,100.00

Estimated per cent overrun or underrun - 2.9 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 92,375.12

Engineering cost to date $ 72,700.00, 78.7 %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Semi-Final was completed and sent to Bend this week.

This is the final report.

Signed Vernon E. Shell

Address Box 420, The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2,4	1,4		1.4	1.4
Miles partially completed	"	"		"	"
Miles completed	"	"		"	"
Total estimated quantities (contract)	654,100 cy	61,400 ton		232 ton	14,000 ton
Total quantities corrected to date	611,100	52.750		200.8	13,863
Estimated quantities moved or placed to date	"	"		"	"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men	
Supervision	
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
SEP 1 1961
FOR FILING

5787

Noted on
Card
N. G.

August 31, 1961

General Insurance Company
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $353.47, which has been filed with the Secretary of State by Roy M. Leach for damages to his pickup by Hoaglin Construction Co. (subcontractor).

This appears to be in connection with Vernie Jarl Contract 5787, grading, paving, structures and signing on The Dalles-Big Eddy Section, Columbia River Highway, Wasco County.

We provide this information as your company appears as surety on the Performance Bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Dooly & Co.
Board of Trade Building
Portland 4, Oregon

Vernie Jarl
P. O. Box 307
Gresham, Oregon

Commission
W. C. Williams
Forrest Cooper

CWH:mg

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

August 28, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

NOTED
FLOYD QUERY

Dear Sir:

We have received from Roy H. Leach, P. O. Box 643, Lomita, California and filed as of this date, a notice of claim by him for $355.47 damages done on public highway to 1961 G.M.C. pickup on July 5, 1961 thru Hoaglin Construction Co., Beaverton against the bond furnished by Vernie-Jarl Contract No. 5787, and General Insurance Co., Dooly & Company, Board of Trade Building, Portland, Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,
HOWELL APPLING, JR.
Secretary of State
By Geo. Stephens
Public Records Section

GS:FK
Enc.

Cec, please reply
76

RECEIVED
AUG 31 1961
OREGON
STATE HIGHWAY COMMISSION

Aug 25-1961
Lomita, Calif.

State of Oregon
State Highway Dept.

Notice is hereby given that the undersigned - Roy H. Leach P.O. Box 643 Lomita, Calif. has a claim for $355.47 damages done on public highway to 1961 G.M.C. pickup on July 5-1961. Receipted bills delivered by registered mail to Hoaglin Const. Co. Beaverton Oregon, on July 19-1961.

Against the bond furnished by Vernie - Jarl Contract #5787 General Insurance Co Dooly and Company, Board of Trade Bldg, Portland, Oregon.

File #3858

RECEIVED
AUG 28 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

Roy H. Leach

FILED
AUG 28 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 26, 1961

Section The Dalles-Big Eddy

Kind of work Grading, Paving, Structures, & Signing

Highway Columbia River County Wasco

Section prefix 633-1070

Contractor Vernie Jarl

Contract number 5787

Date of contract August 26, 1960

Specified work days 130

Date work started August 15, 1960

Work days used 138

Project authorization $ 1,299,025.13

Exclusive of engineering $ 1,206,650.01

Per cent of time elapsed 106.2 %

Estimated cost of completed project, exclusive of engineering $ 1,171,100.00

Estimated per cent overrun or underrun -2.9 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 92,375.12

Engineering cost to date $ 72,400.00, 78.4 %

Date project was completed August 3, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

One man in office working on Semi-final.

The rest of the crew is either on Exchange Time or loaned out.

NOTED

Noted

by:

Signed Vernon E. Shull

Address Box 420, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.4	1.4		1.4	1.4
Miles partially completed	2.4	1.4		1.4	1.4
Miles completed	2.4	1.4		1.4	1.4
Total estimated quantities (contract)	654,100 cy	61,400 ton		232 ton	14,000 ton
Total quantities corrected to date	611,100	52,750		200.8	13,863
Estimated quantities moved or placed to date	611,100	52,750		200.8	13,863
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 23 1961
FOR FILING

I-5uN-3(10)
5287

August 22, 1961

General Insurance Company
General Insurance Building
Seattle 5, Washington

Gentlemen:

A letter has been received from Roy H. Leach, P. O. Box 643, Lomita, California, advising that Hoaglin Construction Co., Inc. owes him $255.47 for damage done to his vehicle on July 5, 1961, east of The Dalles, Oregon.

This may be in connection with the Vernie Jarl contract 3787, grading, paving, structures and signing, The Dalles-Big Eddy Section, Hood River Highway, Wasco County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Attached is a copy of Mr. Leach's letter dated July 13, 1961, to the Hoaglin Construction Co., Inc.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:mg
cc: Dooly & Co.,
Board of Trade Building
Portland 4, Oregon

NOTED ON CARD
dc

Vernie Jarl Company
P. O. Box 907
Gresham, Oregon

Commissioners
W. C. Williams
Forrest Cooper

RECEIVED
JG 23 1961
FOR FILING

[illegible]

5787

August 22, 1961

Mr. Roy H. Leach
P. O. Box 643
Lomita, California

Dear Mr. Leach:

This is to acknowledge your letter of August 19 and attached copy of your July 15 letter addressed to Hoaglin Construction Co., Inc. concerning the damage that was done to your GMC pickup in the amount of $355.47.

Our records indicate that the Hoaglin Construction Co., Inc. was subcontractor on the Vernie Jarl contract 5787, grading, paving, structures and signing, The Dalles-Big Eddy Section on the Columbia River Highway, Wasco County. This contract was completed August 3, 1961, but is not yet accepted by the State Highway Commission.

The General Insurance Company through Dooly & Co., Board of Trade Building, Portland 4, Oregon, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. The State does not make payment of claims but looks to the prime contractor and surety for such payments.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission.

Attached are excerpts from the Oregon laws outlining the filing procedure. It is possible a claim of this type might come under the contractor's liability insurance.

This information will be noted in our records, and we will advise the surety and the contractor that it has been received.

Very truly yours,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:mg
Encl.

Aug 19-1961
Lomita,
Calif.

Oregon State Hwy. Dept
Salem, Oregon

#5787

Dear Sirs:

Inclosed you will find a copy of a letter delivered by registered mail on July 19-1961. To date we have had no reply.

Are there no laws in Ore. covering the carelessness of truck drivers and their handling of loose material on the public highways of Oregon?

Yours truly.
Roy H. Leach

address
Roy H. Leach
P.O. Box 643
Lomita, Calif.

RECEIVED
AUG 21 1961
OREGON
STATE HIGHWAY COMMISSION

July 15-1961
Lomita, Calif

Copy

Hoaglin Const. Co. Inc.
50 Lombard St.
Beaverton, Oregon

Dear Sirs:

Inclosed you will find the entire bills for the damage that was done to our new 1961 GMC pickup, License No: P44659. This entire bill comes to \$355.47 which I have paid and the work is done, and I am waiting for you to send me this amount.

Driver of your truck was Bill W. Dillon 900 Washington St., The Dalles, Oregon - 1946 - $\frac{1}{2}$ ton Dodge pickup. License No: 8B1501 - Ore-

The date of accident was July 5-1961 at six thirty standard time on the freeway East of The Dalles, Ore-

We were traveling East on

the freeway from The Dalles on a four lane highway with a fence down the middle. It was raining and windy. We met your truck coming toward us going the wrong way in the wrong lane of the highway. Your truck had no lights burning or flags or signals and was traveling approximately twenty miles an hour toward us. I slowed down approximately twenty miles an hour in second gear to pass him on the right. Just as we got opposite a blast of wind from the river picked up a bunch of steel guard rails off a flat-bedded trailer that was being towed by your truck without the load tied down, and slammed them against the front of our truck caving in the front end, cutting a hole in the front left tire. Cutting a slit in the right front tire and causing it to blow out later. Cutting a hole in the left door and denting the fenders and door on the right hand side, knocking the front wheels out of line, knocking the lights out of focus and denting in various places from the flying steel. We jacked up the wheel and put on the spare tire and limped back to The Dalles, Oregon, where I purchased another tire. Pried the tin so it would not interfere with the running of the engine. Made a full report to the State Police of Oregon, and then went flippity-flop and rattle-tee-bang on home.

If this flying steel had been flying six inches higher it would have hit the windshield and cut us all three in two.

I have carefully had these bills made out in three copies, one for you, one for me, and one for a lawyer if it becomes necessary.

Yours truly

address:
P.O. Box 643
Lomita,
Calif.

RECEIVED
AUG 21 1961
FOR FILING

August 18, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: The Dalles-Big Eddy Section
Columbia River Highway

Dear Sir:

All work in any way involving the railroad was completed by Vernie Jarl on the above-cited project on August 3, 1961. The entire project is complete with the exception of removal of some equipment, which will be done in the very near future.

In view of this, it does not seem that any extension of the insurance policy will be necessary.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:as

cc to: Mr. Vernie Jarl
Post Office Box 507
Gresham, Oregon

Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. F. Purson

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

AUGUST 15, 1961

(Ref. File - D 315 - 2 - 93)

aug 3

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

The Dalles - Big Eddy Section -
Columbia River Highway

General Insurance Company of America policy No. SLP-396251, providing railroad protective public liability and property damage coverage on behalf of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering hazards arising out of the operations of the State's Contractor, Vernie Jarl, in connection with above-mentioned highway relocation work, will terminate AUGUST 26, 1961.

Will you please arrange for extension of this expiring coverage or, if the work is completed, advise date completed?

Yours very truly,

G H Baker

G. H. Baker,
Superintendent

NOTED

cc:
Mr. Vernie Jarl,
Contractor,
P.O.Box 507, Gresham, Oregon.

General Insurance Company of America,
c/o Dooly & Co.
Board of Trade Bldg., Portland 4, Oregon.

RECEIVED
AUG 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 8 1961
FOR FILING

5787

August 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 4, 1961, on Contract No. 5787, The Dalles-Big Eddy Section, in Wasco County, in connection with Federal Aid Project No. I-80N-3(19)84.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: H. S. Cox

DBP:cr

RECEIVED
JUL 31 1961
FOR FILING

5787

July 28, 1961

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: S. W. Tanner
Fidelity & Surety Department

Dear Mr. Tanner:

This is in reply to your letter of July 25 concerning amounts receivable on the Vernie Jarl Contract No. 5787 as of December 31, 1960.

The amount earned and receivable on January 5, 1961 was $78,539.39, and the retainage was $31,184.28.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Secretary

CWH:mg

Portland Branch • 627 Board of Trade Building • Portland 4, Oregon

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

July 25, 1961

State of Oregon
Highway Department
Salem, Oregon

Attention: C W. Head

Re: Vernie Jarl - Gresham, Oregon
Contract No. 5787 [illegible]

1/5/61 = 78,539.39 Pd.
1/5/61 = 31,184.28 Ret.

Gentlemen:

The above contractor has submitted to this Company for surety purposes a signed financial statement dated December 31, 1960, wherein he shows a high five figure amount receivable as an Earned Estimate as of that date and a moderate five figure amount withheld in Retention. At your convenience, will you please assist us by advising the amount of the one current estimate which was billed and payable on or about December 31, 1960 and the amount of retention which was withheld as of that date.

For your convenience our stamped, self-addressed envelope is enclosed.

Very truly yours

UNITED PACIFIC INSURANCE COMPANY

S W Tanner

S. W. Tanner
Fidelity & Surety Department

SWT:jm
Enc.

RECEIVED
JUL 26 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C W HEAD

RECEIVED
JUN 30 1961
FOR FILING

7 [illegible]

5287

June 30, 1961

Mr. R. E. Haaske, Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

A few days ago when we met in Mr. Brown's office, you brought to my attention the rock cutbank between your tracks and our new highway just east of Fifteenmile Creek and stated that in your opinion our blasting had seriously loosened this material, and that you would anticipate more trouble maintaining your rock fence.

Our Construction Engineer has made a report on this and advises that subsequent to the blasting we have required our contractor to scale this slope and to remove all material that was in any way loosened by the blasting. He advises that your inspector went over the area with our resident engineer and agreed that the scaling of these slopes had been very well done, and that all loose material had been removed.

There is approximately 5,000 cubic yards of rock remaining in this area, and in addition to endangering your tracks during the removal operations, we would also interfere with your communication lines, which follow over the top of this rock pinnacle.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams

RECEIVED
JUN 30 1961
FOR FILING

[illegible]

5787

Salem, Oregon
June 30, 1961

The Dalles-Big Eddy Section
Columbia River Highway

Mr. Tom Edwards

I am attaching copy of a letter from the Union Pacific Railroad Company concerning the alleged shattering of the rock between the highway cut and the railroad just east of Fifteenmile Creek. In our agreement with the Union Pacific Railroad Company, we are required to guarantee that none of our work will damage railroad slopes.

From your report of a few days ago, it appears that, in our opinion, we have not damaged the railroad slopes. You will note, however, that they allege we have, so this is going to be a question of establishing the facts in sufficient detail and certainty so that we can adequately refute their claim. You will note too that this is going to be a rather expensive thing if we have to do it, as the communication-line revisions themselves are estimated at $6,000, and there is about 5,000 cubic yards of rock.

In my opinion, the Union Pacific people are trying to hang several of their trouble spots on our construction and get them out of trouble at our expense, but we do have this agreement with them, and it is going to be up to us to see that our work is not endangering their facility.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. Dean Swift

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

JUNE 27, 1961

Ref. File: D 315 - 2 - 93

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

In connection with highway construction for relocation of Columbia River Highway between The Dalles and Big Eddy, Contractor's blasting operation has cracked and shattered the ridge between new highway and the railroad in the vicinity of Railroad Mile Post 87.9, Highway Station 2525. The portion of ridge that is cracked and shattered extends for a distance of approximately 350 feet.

From recent conversation which Railroad's Division Engineer, Mr. Haacke, had with you in Mr. Brown's office, understand that you will arrange to have the Contractor remove the cracked and shattered material to eliminate hazard to the railroad. In removing this material it will be necessary for the Railroad to make temporary relocation of signal and communication lines and then restore after material is removed, which is estimated to cost approximately $6,000, bill for which will be submitted for payment by the State or the State's Contractor, Vernie Jarl.

Will you please advise when this work will be progressed so that Railroad may make necessary arrangements for temporary relocation of its wire lines?

Yours very truly,

G H Baker
mTB.

G. H. Baker,
Superintendent

RECEIVED
JUN 30 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
JUL 7 1961

FOR FILING

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

36-NPPRM

28 June 1961

5787 NPP 285/17 (The Dalles Dam -
Oregon State Highway Dept.,
Easement DA-35-026-CIVENG-
61-68, Dalles-Big Eddy Section)

The Dalles - Big Eddy

State of Oregon
State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. W. C. Williams
State Highway Engineer

Dear Sir:

Reference is made to letter from your office dated 22 June 1961 regarding possible use by the Union Pacific Railroad Company of the relocated frontage road serving the former Seufert Cannery area, signed by Mr. G. S. Paxson, Assistant State Highway Engineer.

To preclude any misunderstanding regarding the status of lands either currently being considered or previously granted for State Highway use, certain points should be clarified. The area shown in red on your Drawing No. 10C-26-17 attached hereto was granted to the State of Oregon under Department of the Army Easement numbered DA-35-026-CIVENG-61-68, for construction of a frontage road as a replacement for the Covington Point Access Road. This road is to be constructed in accordance with plans shown on State Highway Department Drawing, Sheets 3, 3A, and 4 of Project No. 1-80N-3(19)84, and primarily will serve as a secondary access to The Dalles Dam Project. The frontage road will also fulfill commitments of the Department of the Army for access to the Lone Pine Indian Fishing Site, and to the Wasco County Recreational Area.

The area shown on attached map and referred to in your letter as "leased to State April 14, 1961" is premature. A proposed lease covering State Highway Department use of the requested area was submitted to your Department for review and approval on 14 April 1961.

NOTED
P. M. STEPHENSON

NOTED
G. S. PAXSON

This action was merely to obtain assurance that the preliminary instrument, as drafted, would be accepted on behalf of the State of Oregon, if executed by the Secretary of the Army. The proposed instrument has been submitted to the Washington level; however, its current status with respect to execution is unknown at this time.

In regard to the request that a permit be granted to the Union Pacific Railroad Company for use of that portion of the access road shown in green, personnel from my Real Estate Division will coordinate this matter directly with the Railroad and advise your right of way office of action taken.

Very truly yours,

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

1 Incl
Print Dwg. 10C-26-17

cc: Mr. Earl F. Saling
Right of Way Office
Manager

RECEIVED
JUL 3 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
STATE [illegible]

APPLICATION FOR

R. R. ACCESS ROAD

THE DALLES – BIG EDDY SECTION

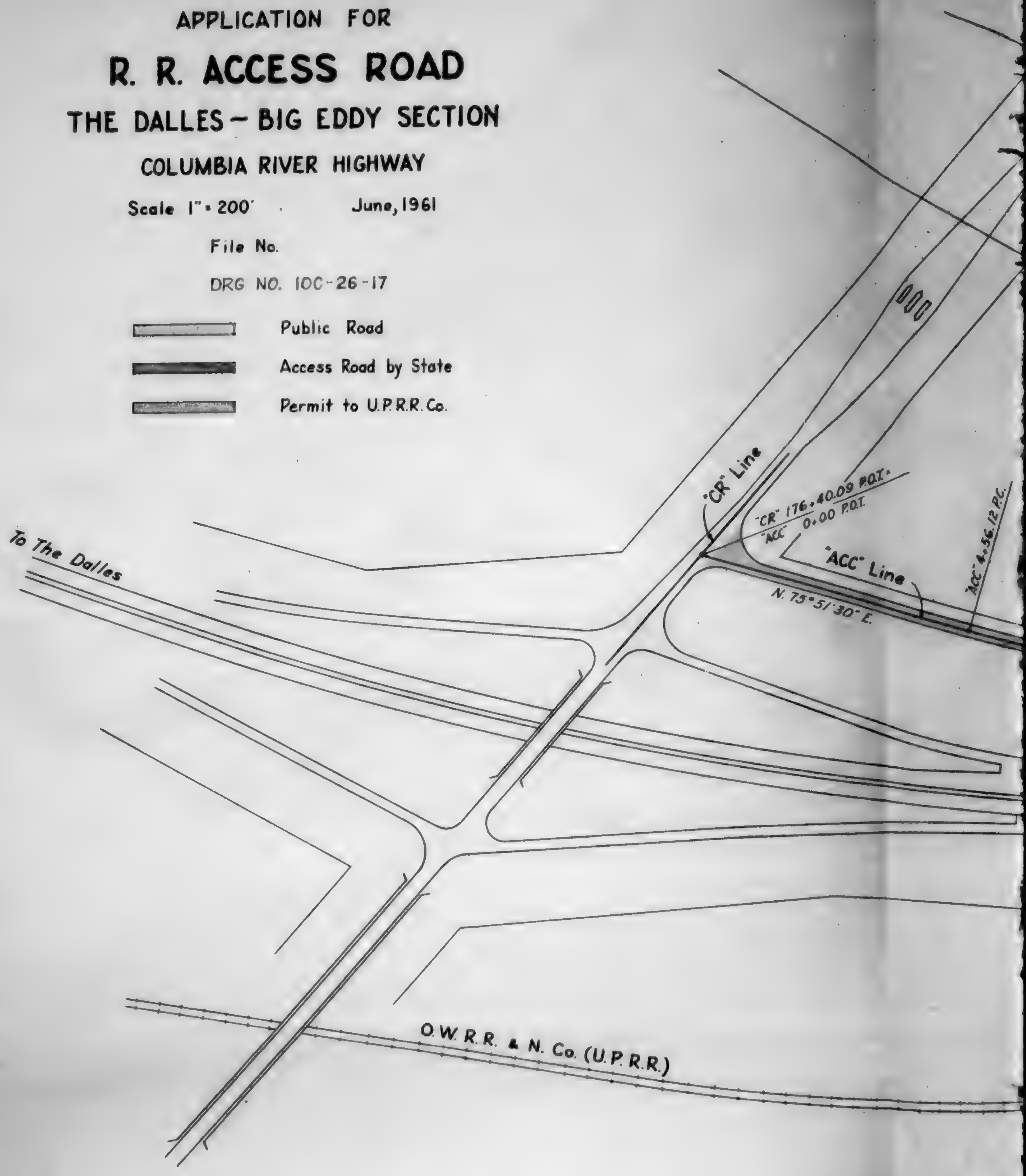
COLUMBIA RIVER HIGHWAY

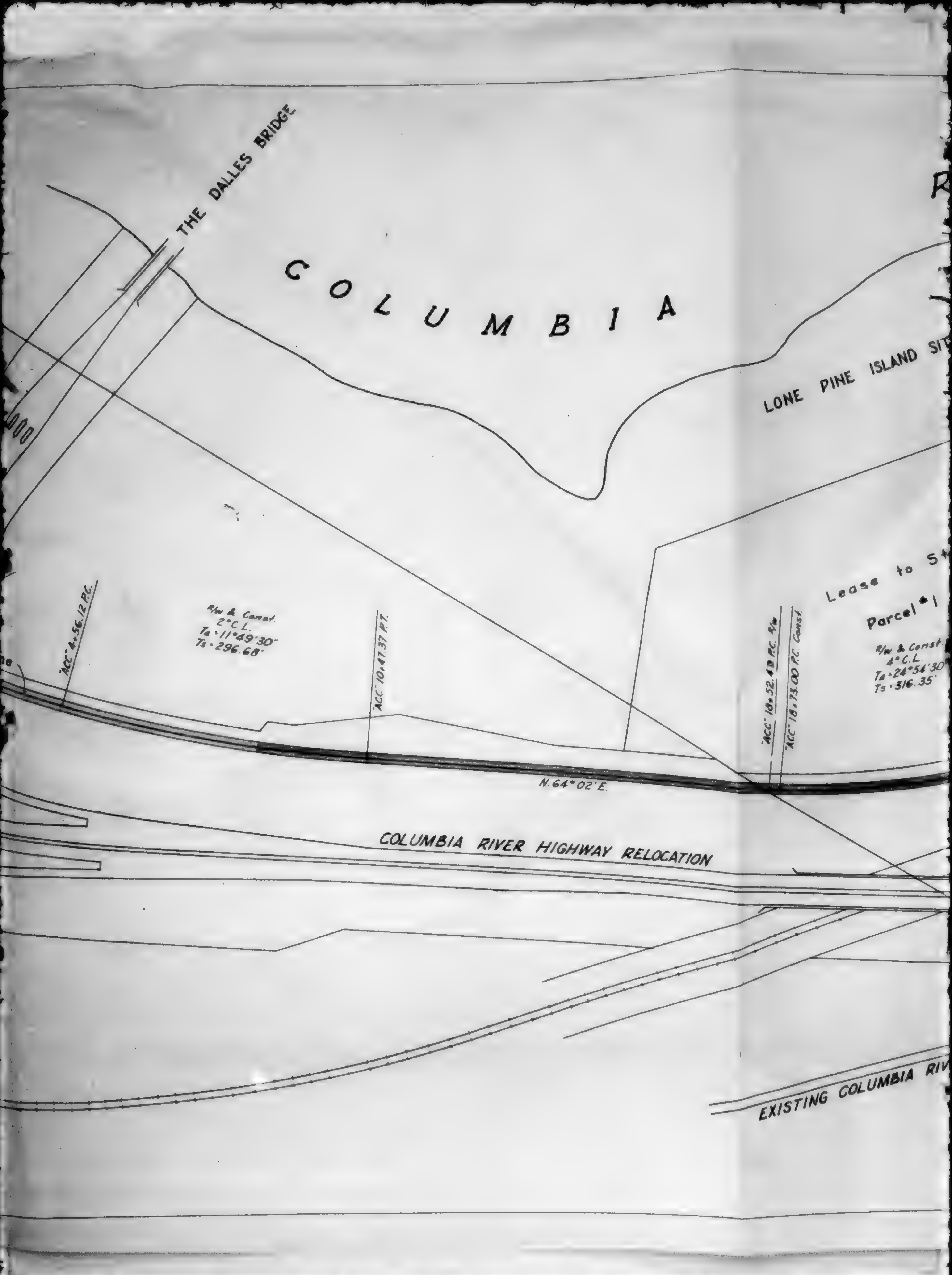
Scale 1" = 200'   June, 1961

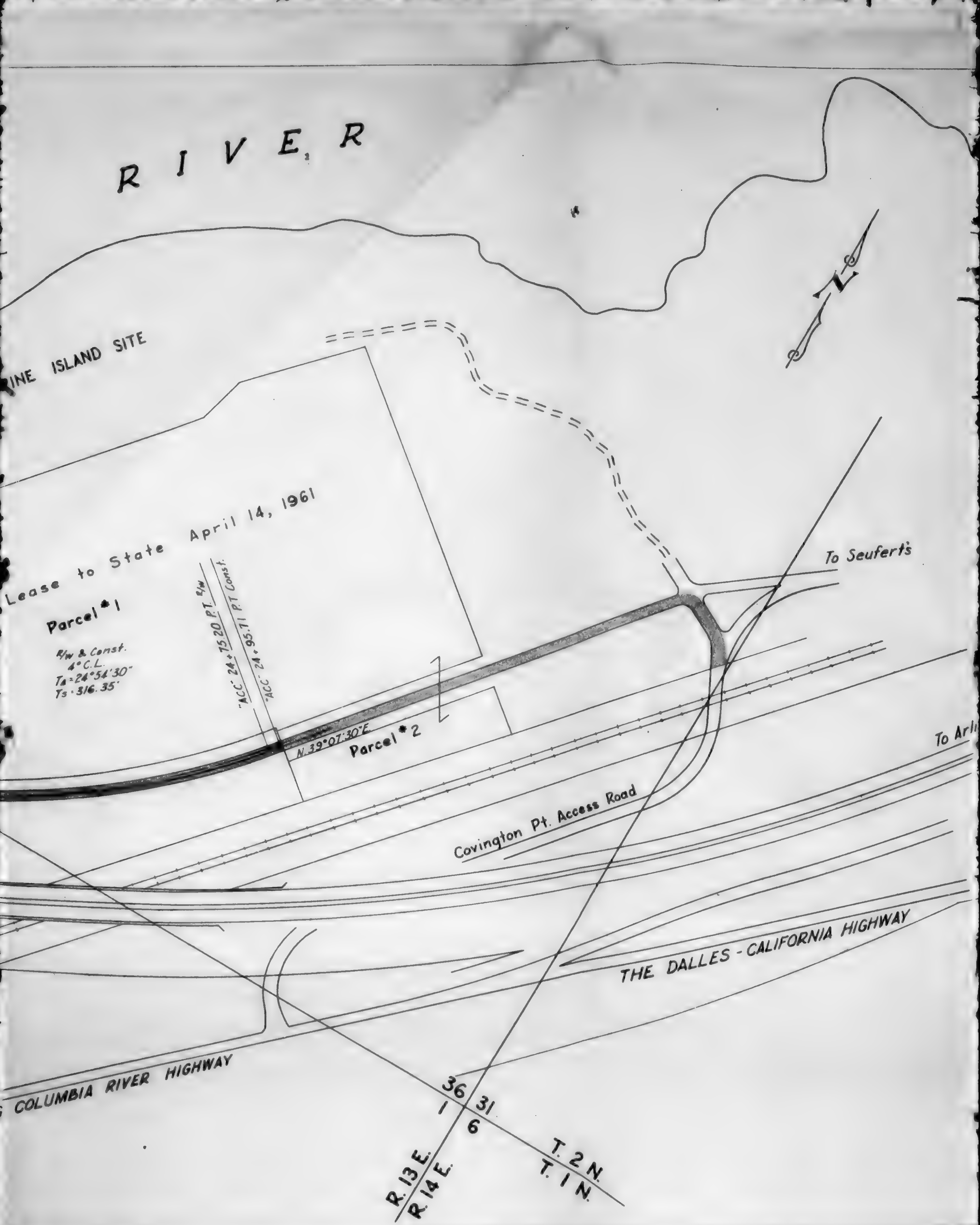
File No.

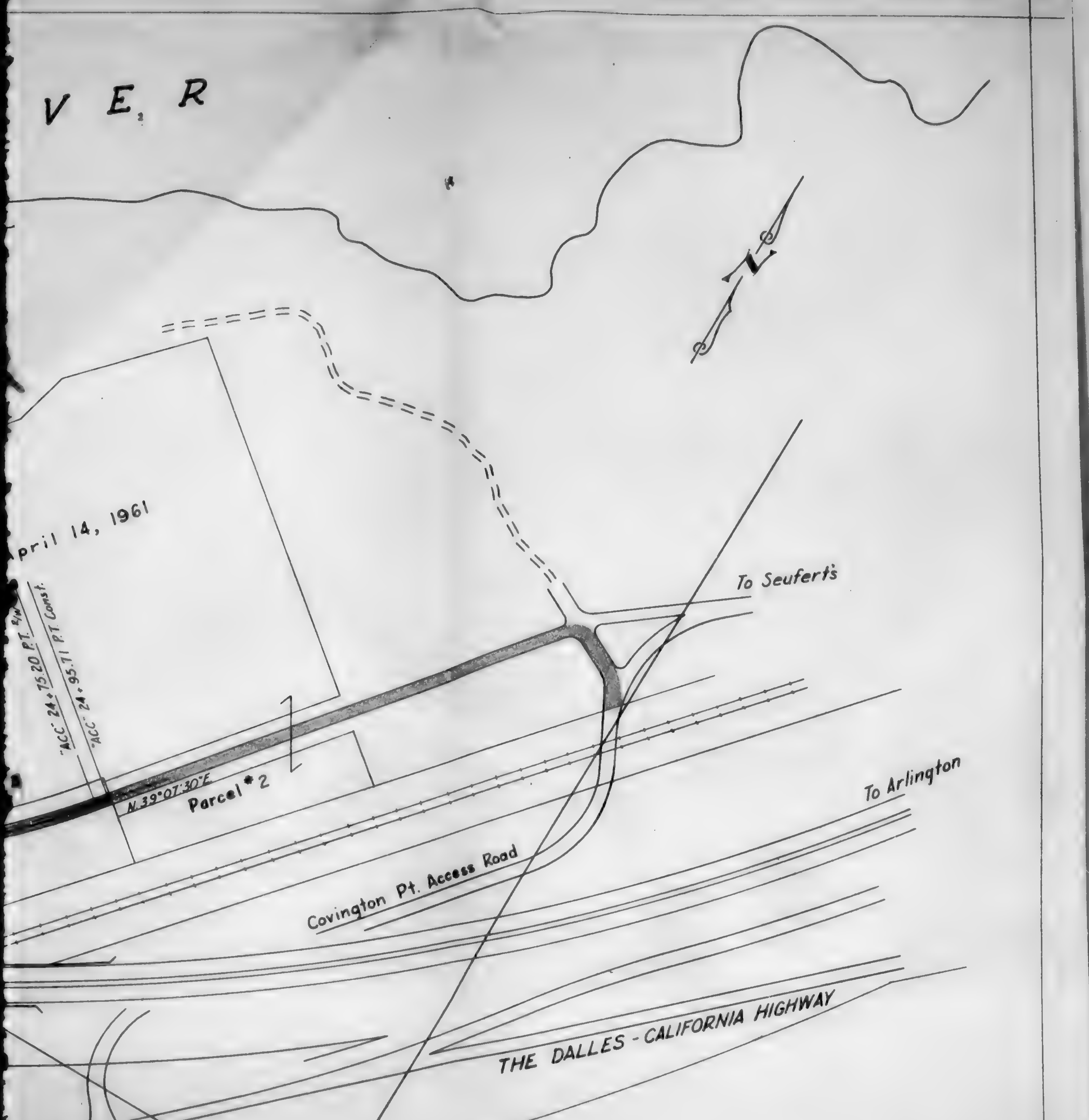
DRG NO. 10C-26-17

▭	Public Road
▬	Access Road by State
▨	Permit to U.P.R.R. Co.


To The Dalles
"CR" Line
"CR" 176+40.09 P.O.T. = "ACC" 0+00 P.O.T.
"ACC" Line
"ACC" 4+56.12 P.C.
N. 75°51'30" E.
O.W.R.R. & N. Co. (U.P.R.R.)


THE DALLES BRIDGE
COLUMBIA
R
LONE PINE ISLAND SIT
0000
Lease to St
Parcel #1
R/w & Const.
4° C.L.
Ta = 24°54'30"
Ts = 316.35'
"ACC" 4+56.12 P.C.
R/w & Const.
2° C.L.
Ta = 11°49'30"
Ts = 296.68'
"ACC" 10+47.37 P.T.
"ACC" 18+52.4[illegible] P.C. R/w
"ACC" 18+73.00 P.C. Const.
ne
N. 64° 02' E.
COLUMBIA RIVER HIGHWAY RELOCATION
EXISTING COLUMBIA RIV


R I V E R
RINE ISLAND SITE
Lease to State April 14, 1961
Parcel # 1
R/W & Const.
4° C.L.
Ta = 24°54'30"
Ts = 316.35'
"ACC" 24 + 75.20 P.T. R/W
"ACC" 24 + 95.71 P.T. Const.
N. 39°07'30" E.
Parcel # 2
To Seufert's
To Arli
Covington Pt. Access Road
THE DALLES - CALIFORNIA HIGHWAY
COLUMBIA RIVER HIGHWAY
N
36
31
1
6
T. 2 N.
T. 1 N.
R. 13 E.
R. 14 E.


V E R
pril 14, 1961
"ACC" 24+75.20 P.T. R/W
"ACC" 24+95.71 P.T. Const.
N.39°07'30"E
Parcel * 2
To Seufert's
To Arlington
Covington Pt. Access Road
THE DALLES - CALIFORNIA HIGHWAY
HWAY
36
31
1
6
T. 2 N.
T. 1 N.
R. 13 E.
R. 14 E.
N

RECEIVED
JUN 30 1961

FOR FILING

[illegible]

5287

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1961

SUBJECT: The Dalles-Big Eddy Section
Columbia River Highway

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
BUILDING

Reference is made to your letter of June 19, 1961, in which you brought up the matter of the cut located between the new highway and the Union Pacific Railroad Company's main line track just east of Fifteen Mile Creek.

Mr. R. E. Haacke, Division Engineer for UP, has requested that we remove this rock pinnacle to prevent further damage to their rock fence located beneath it.

Please refer to the enclosed photographs and to a sheet of cross sections which are also enclosed. The removal of the material to a day light condition would involve approximately 4800 cubic yards of solid rock excavation. In addition, it would entail the removal of the Union Pacific communication lines inasmuch as they are on top of or adjacent to the rock pinnacle. Photograph Nos. 1, 2, 3, 4, and 5 were taken from the railroad tracks and show the condition of the railroad side of the cut throughout the area in question. Photograph No. 6 was taken from the new highway.

During the removal of the portion of this rock cut adjoining the new highway grade, the contractor loosened a small amount of material on the railroad side of the cut. Subsequent to the excavation work, he was required to perform considerable scaling work on both sides of the rock cut. As you will notice from an examination of the enclosed pictures, most of the material remaining on the face of the cut is firmly imbeded and should not be a cause of future trouble. Occasionally a small piece of rock will pop out due to changes in temperature and may foul the protective rock fence. However, the fence was in place long before we started our work in the area due to a similar condition existing prior to our work.

NOTED

We do not believe that we have worsened the situation in ~~any~~ this matter. The railroad inspector and our resident engineer on the project have recently re-examined the cut face and agreed that the scaling work had been very well accomplished.

We therefore, recommend that Mr. Haacke be advised that neither the State Highway Department or its contractor has performed any work in this specific area which has resulted in a poorer condition than that which existed prior to our work.

Tom Edwards
Construction Engineer

By

FB Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:jk

cc: Dean Swift
Forrest Cooper

RECEIVED
JUN 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

JUNE 1961

JUNE 1961

JUNE 1961

1

Sta
2524 — 2527
The Dalles - Big Eddy Section
showing Rock pinnacle
between new highway and
railroad.

1 5 6 B

2

Station 2524-2527

The Dalles-Big Eddy Section showing rock pinnacle
between new highway and railroad.

1 5 6 B

3

Station 2524-2527

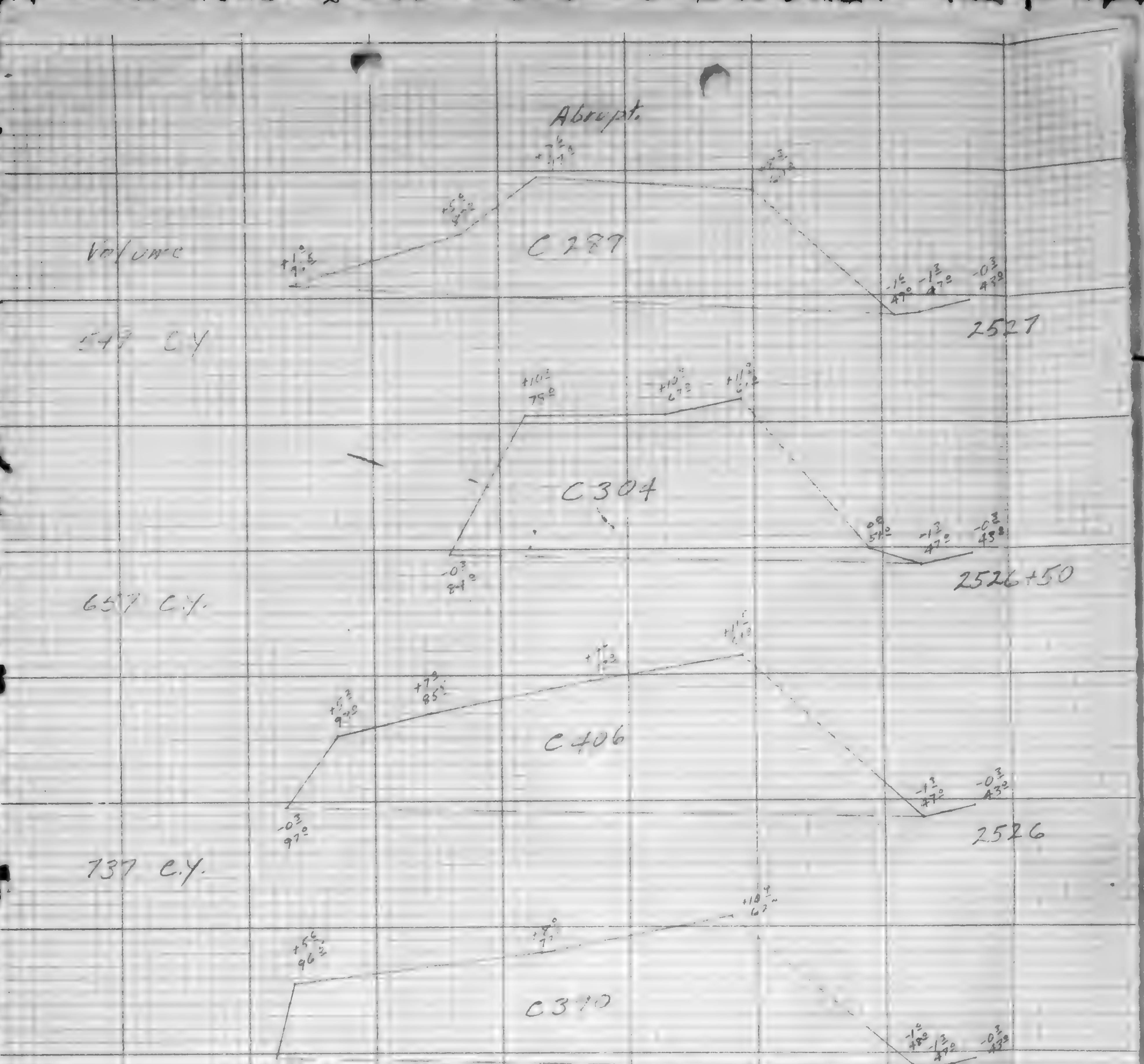
The Dalles-Big Eddy Section showing rock pinnacle
between new highway and railroad.

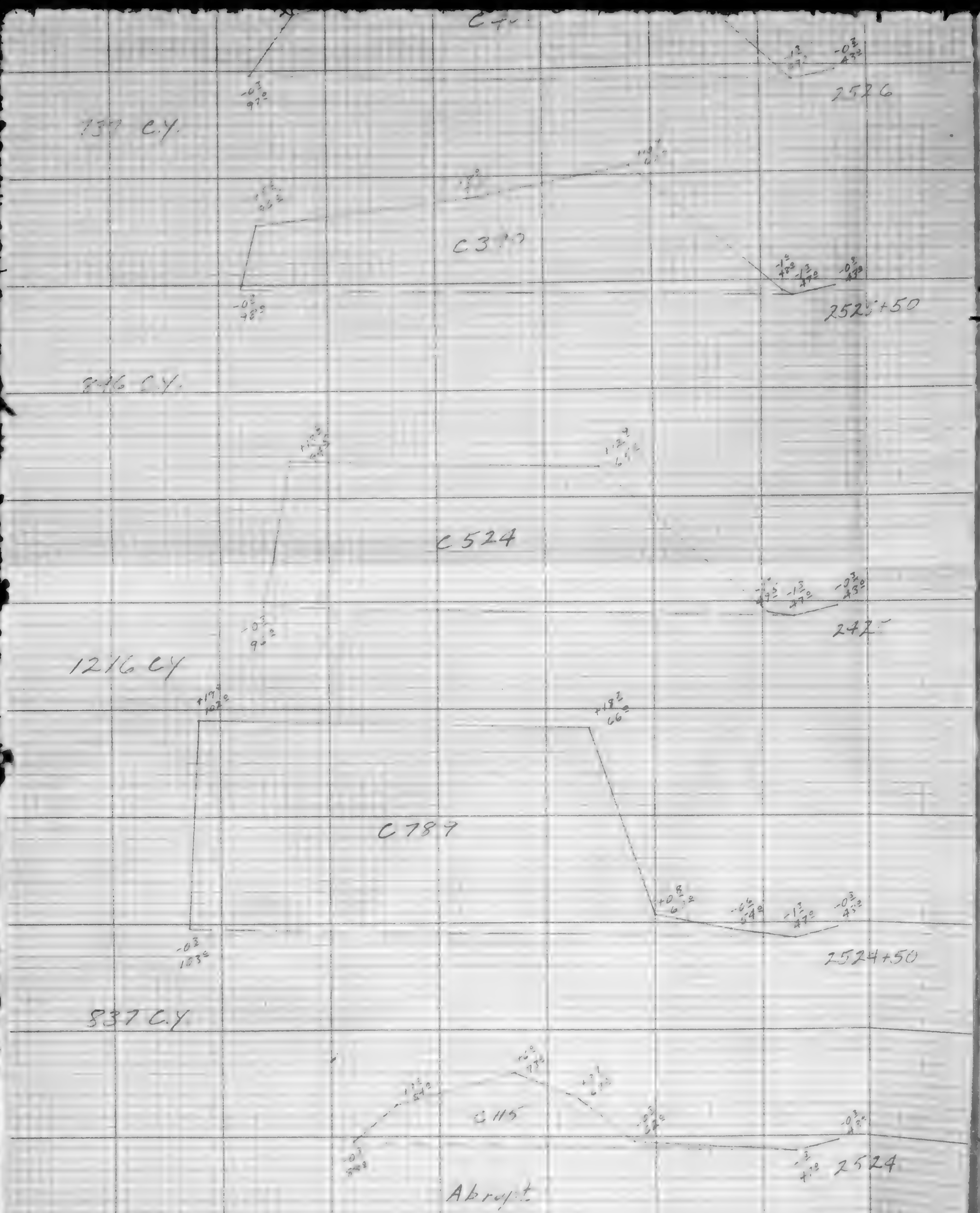
1 5 6 B

JUNE 1961

JUNE 1961

JUNE 1961


Abrupt.
Volume
C 287
2527
547 C.Y.
C 304
2526+50
657 C.Y.
C 406
2526
737 C.Y.
C 310
2525+50
846 C.Y.
C 524
2525
1216 C.Y.



2526
157 C.Y.
C 310
2525+50
216 C.Y.
C 524
2425
1216 C.Y.
C 789
2524+50
837 C.Y.
C 115
2524
Abrupt

Total 4842 Cu. Yds.

RECEIVED
JUN 22 1961
FOR FILING

June 22, 1961

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: The Dalles-Big Eddy Section
Columbia River Highway

Attention: Mr. Merle E. Lieske

Dear Sir:

There has been considerable correspondence concerning the provision for access to railroad facilities in the area immediately east of the The Dalles Columbia River Bridge. Under date of May 12, 1961, Mr. Lieske wrote that use of roadways on federal property must be accomplished through instruments issued by his office.

I submit herewith two copies of our Drawing 10C-26-17 dated June 1961. On this map, shown in yellow, is a section of access road leading to government property to be constructed upon right of way owned by the State. On this same map, shown in red, is an access road on federal property which we will construct under the lease granted to the State, dated April 14, 1961, for that property shown on the map as Parcel No. 1. Also shown on the map, in green, is an existing road on government property leading to a connection with the Covington Point access road.

We request that a permit be granted to the Union Pacific Railroad Company which would allow their equipment to operate over the access road shown in red and also over that section shown in green to a connection with their right of way at the existing Covington Point access road.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

cc to: Mr. G. H. Baker
Mr. W. C. Williams

APPLICATION FOR

R. R. ACCESS ROAD

THE DALLES – BIG EDDY SECTION

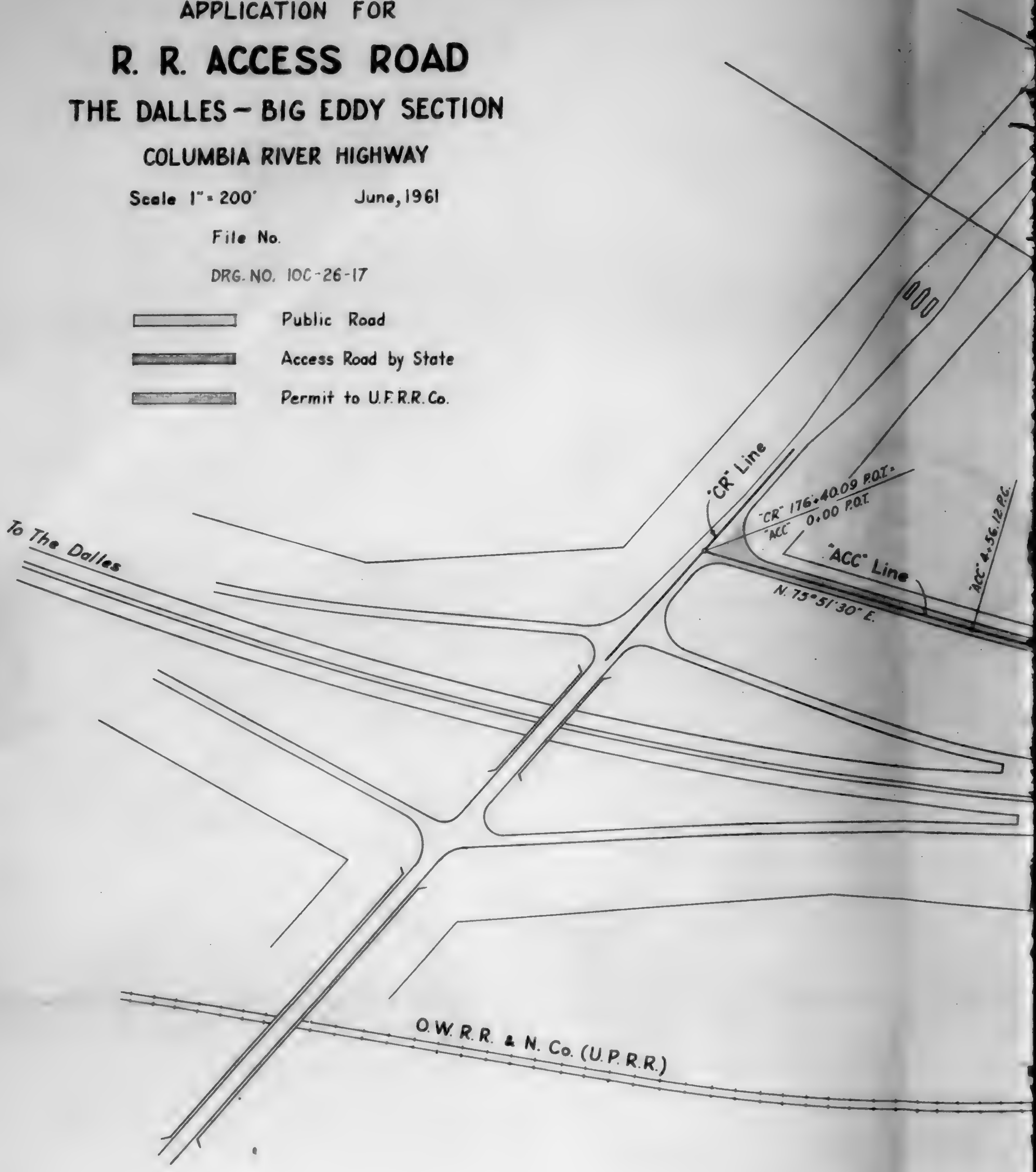
COLUMBIA RIVER HIGHWAY

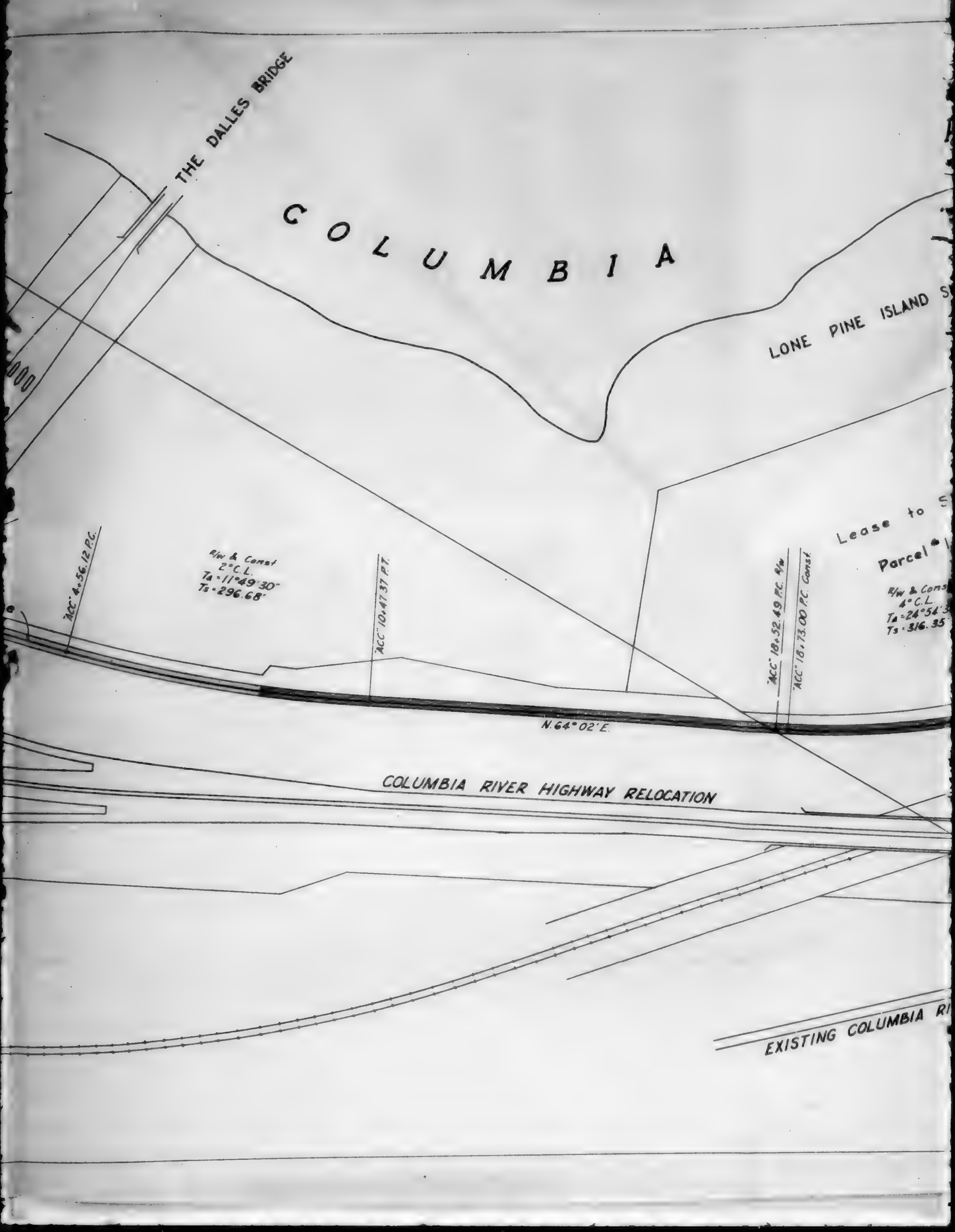
Scale 1" = 200' June, 1961

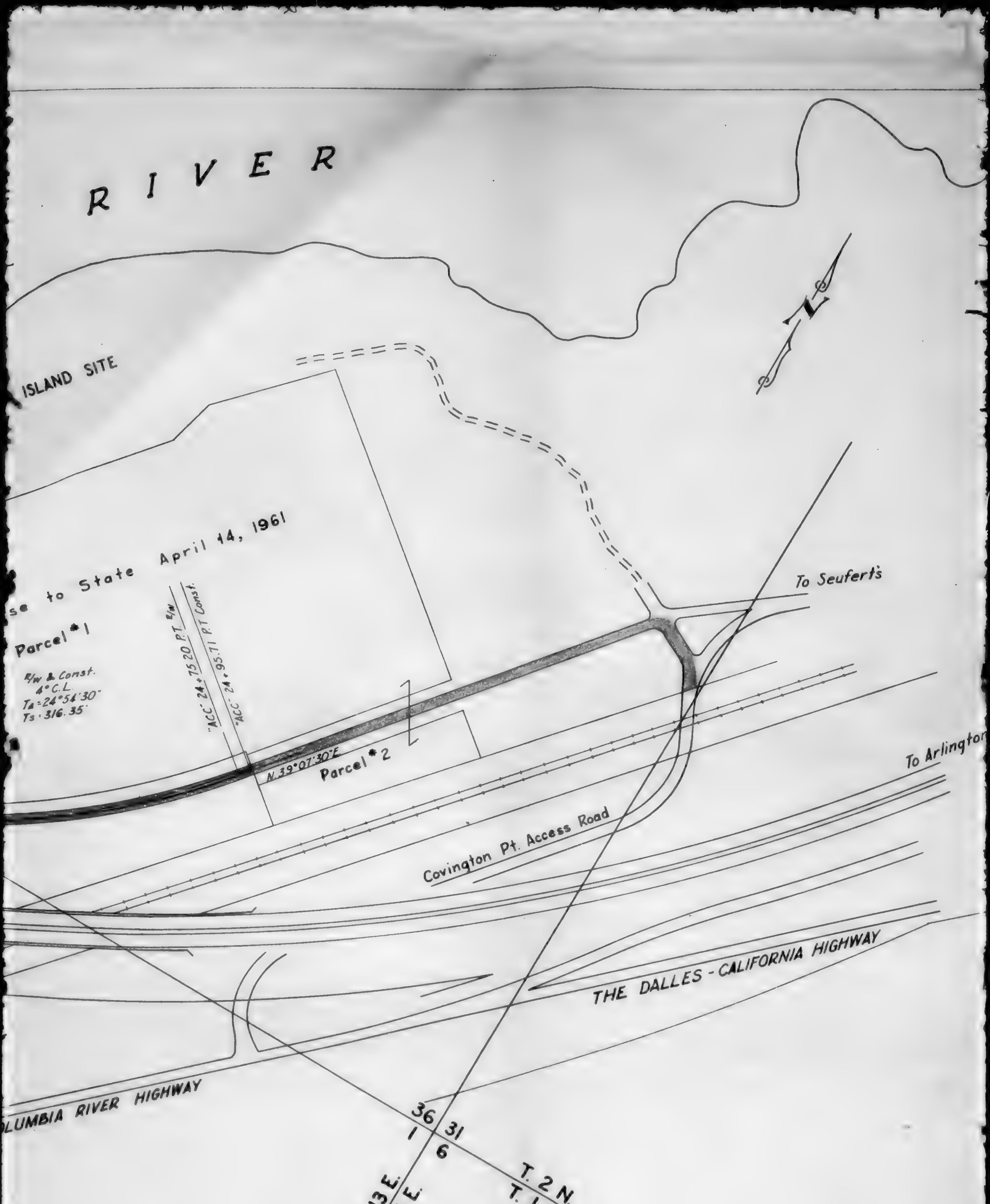
File No.

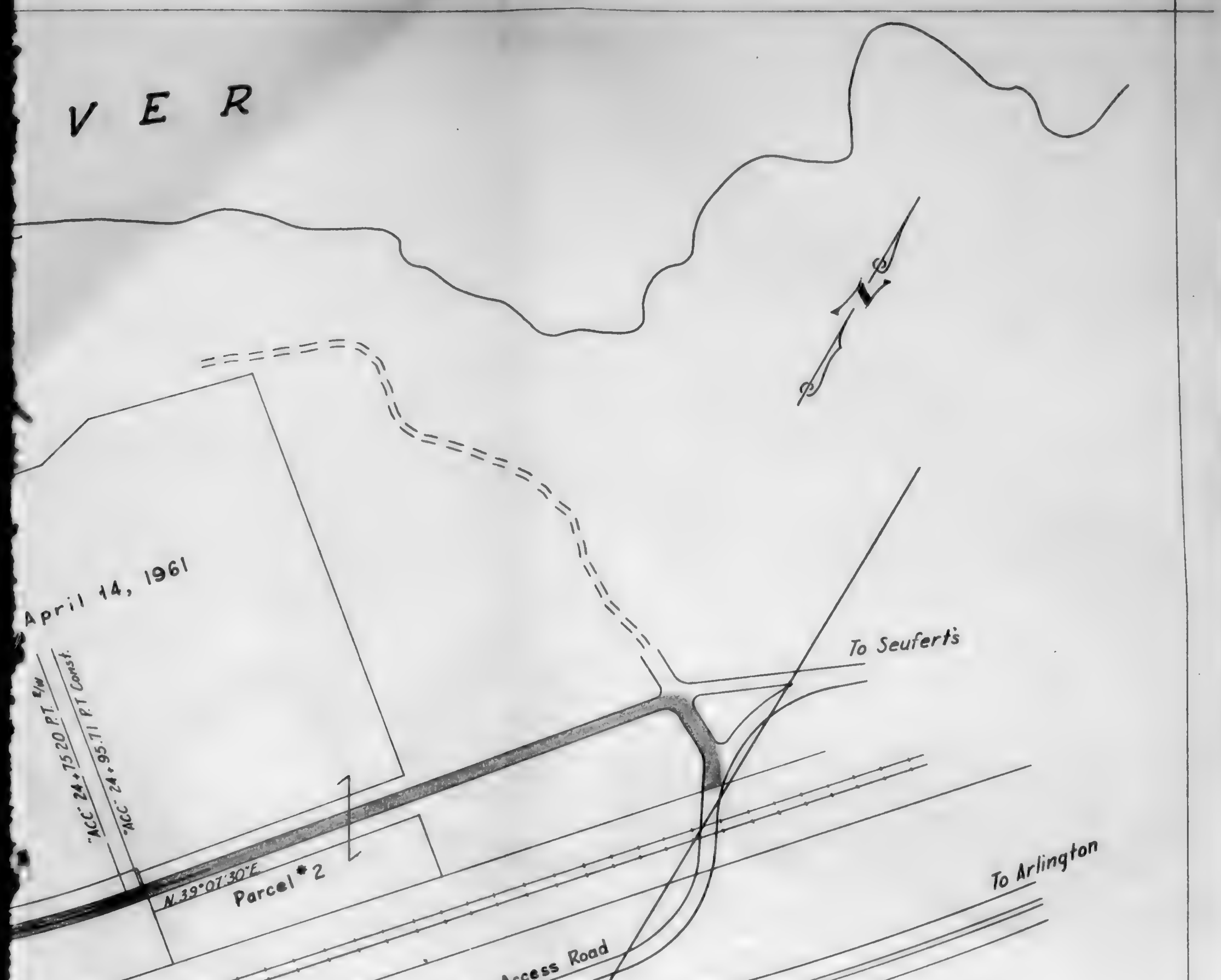
DRG. NO. 10C-26-17

▭	Public Road
▬	Access Road by State
▨	Permit to U.F.R.R. Co.


To The Dalles
"CR" Line
"CR" 176+40.09 P.O.T.
"ACC" 0+00 P.O.T.
"ACC" Line
N. 75°51'30" E.
"ACC" 4+56.12 P.C.
O.W.R.R. & N. Co. (U.P.R.R.)


THE DALLES BRIDGE
COLUMBIA
LONE PINE ISLAND S
Lease to S
Parcel # 1
R/w & Const
2° C.L.
Ta = 11°49'30"
Ts = 296.68'
"ACC" 4+56.12 P.C.
"ACC" 10+47.37 P.T.
"ACC" 18+52.49 P.C. R/w
"ACC" 18+73.00 P.C. Const.
R/w & Cons
4° C.L.
Ta = 24°54'3
Ts = 316.35
N.64° 02' E.
COLUMBIA RIVER HIGHWAY RELOCATION
EXISTING COLUMBIA RI


R I V E R
ISLAND SITE
se to State April 14, 1961
Parcel *1
R/W & Const.
4° C.L.
Ta=24°54'30"
Ts=316.35'
"ACC" 24+75.20 P.T. R/W
"ACC" 24+95.71 P.T. Const.
N.39°07'30"E
Parcel *2
N
To Seufert's
To Arlington
Covington Pt. Access Road
THE DALLES - CALIFORNIA HIGHWAY
OLUMBIA RIVER HIGHWAY
36
31
1
6
T. 2 N.
T. 1 N.
R. 13 E.
R. 14 E.


V E R
April 14, 1961
"ACC" 24+75.20 P.T. R/W
"ACC" 24+95.71 P.T. Const.
N.39°07'30"E
Parcel *2
To Seufert's
To Arlington
Covington Pt. Access Road
THE DALLES - CALIFORNIA HIGHWAY
GHWAY
36
31
1
6
T. 2 N.
T. 1 N.
R. 13 E.
R. 14 E.
N

RECEIVED
JUN 19 1961
FOR FILING

Salem, Oregon
June 19, 1961

The Dalles-Big Eddy Section
Columbia River Highway

Mr. Tom Edwards

I conferred with Mr. R. E. Haacke, Division Engineer for the Union Pacific Railroad Company, last Friday, and he brought up the matter of the cut just east of Fifteenmile Creek. He says that our grading leaves a thin pinnacle of rock between the railroad and the highway, and that the blasting has so shattered this rock that it is rolling down onto the railroad facilities. He says that he has already had considerable damage to hir rock fence, and that he can anticipate continuing damage in the future. He suggests that the rock pinnacle should be removed during our grading operations.

I would suggest that you take a look at the situation.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

RECEIVED
JUN 13 1961
FOR FILING

I-[illegible]

[illegible]

June 12, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: The Dalles-Big Eddy Sec.
Columbia River Highway

Dear Sir:

This will acknowledge receipt of your letter of June 7 advising that damage was sustained by your rock slide fence at your M.P. 87.8 caused by the blasting operations of Vernie Jarl, contractor on the above project.

It would be appreciated if you would keep your billing for repair of these damages separate from all other billings on the project so that proper distribution of the costs may be made.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:as

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. Dean Swift

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JUNE 7, 1961

(Ref. File: D 315 - 2 - 93)

U. S. CERTIFIED MAIL

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

The Dalles - Big Eddy Section,
Columbia River Highway

This is to advise that damage was sustained to the Railroad's rock slide fence at Mile Post 87.8 at approximately 2:40 PM, JUNE 5, 1961, caused by blasting operations of Vernie Jarl, Contractor on the captioned project.

We expect to present a bill for the repairs when the costs have been determined.

Will you please acknowledge receipt of this letter?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

cc:
Mr. Vernie Jarl, Contractor
P. O. Box 507
Gresham, Oregon

General Insurance Company
c/o Dooly & Co.
Board of Trade Building
Portland 4, Oregon

RECEIVED
JUN [illegible] 1961
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 1961
FOR FILING

I-80N-3(19) 84

5747

Salem, Oregon
June 1, 1961

Mr. Tom Edwards

In December of 1960, we were negotiating with the Union Pacific Railroad Company concerning the acquisition of right of way across property which they have leased to the Northwest Gas Company in The Dalles. At that time, after conference with your office, I discussed the matter with Mr. Baysinger and proposed a revision of our right-of-way lines to allow the Gas Company to operate without moving their building or other facilities. I am now in receipt of a letter and Union Pacific map, dated March 10, 1961, showing the right-of-way lines they propose. I attach hereto a copy of the letter and the map.

You will note that they require the reinstallation of the cyclone fence and an extension of a water line. If this meets with your needs, will you please pass the map and copy of the letter over to Mr. Wright, who, I understand, is handling the negotiations with the Railroad for the purchase of this property.

The Dalles - Big Eddy

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ac

cc to: Mr. Walter T. Wright

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

MAY 29, 1961

Ref. File: D 315 - 2 - 93

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to your letter of December 13, 1960 relative to revision of proposed highway right-of-way line in the vicinity of the Northwest Liquified Gas Company installation west of The Dalles account relocation of Columbia River Highway:

Attached is print dated March 10, 1961 with proposed right-of-way line shown, based on notes referred to in your letter of December 13. The Gas Co. is agreeable to revision of their lease in line with proposed highway right-of-way line as indicated in yellow on the attached print; with the understanding that Cyclone fence presently installed along the existing boundary of leased property, will be reinstalled along the new boundary line, without expense to the Gas Co., and that water discharge line presently running from a garage building on the leased premises through the levee, be extended through the proposed highway construction at a suitable grade, so that present drainage facilities can be maintained and operated.

Yours very truly,

G H Baker

G. H. Baker,
Superintendent

enc.

RECEIVED
JUN 1 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 1961
FOR FILING

I-80N-[illegible]

5747

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1961

SUBJECT: The Dalles-Big Eddy Section

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

There has been a plan under consideration whereby we construct a ramp westerly from the north end of the old Fifteen Mile Creek Bridge undernearth the new Fifteen Mile Creek Bridge to serve the Union Pacific railroad track.

Please proceed with the construction of this ramp under this contract.

Tom Edwards
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc G. S. Paxson
Vernon Shull

NOTED
G. S. PAXSON

RECEIVED
MAY 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 19 1961
FOR FILING

I-80N-3(19)-4

5747

2845

May 18, 1961

Mr. [illegible]
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: U.S.E.D. Water Line
The Dalles-Big Eddy Sec.
Project I-80N-3(19)[illegible]

Dear Sir:

In reply to your letter of May 4 requesting documentation substantiating the "extreme case" criteria as outlined in AASHO "Policy on the Accommodation of Utilities on the National System of Interstate and Defense Highways", we submit the following:

1. The pipeline must be laid on the northerly side of the highway since the slide is or has been active on the south side over an area that prohibits the installation of a pipeline anywhere along the south side. The Union Pacific Railroad parallels the highway along the north side and is constructed on a bench cut from solid rock some 35 to 50 feet below the level of the highway. The Railroad would look with disfavor upon any attempt to blast a trench along the toe of the cliff for a pipeline especially since its signal and communication pole line already occupies the area. The riverside of the railroad line is a riprap slope constructed of heavy rock and is definitely an undesirable place to construct a pipeline. This leaves the area between the off leg of the interchange and the break of the cliff as the only feasible location for the proposed relocated pipeline.

2. The proposed pipeline will be constructed outside the roadway fill and will not conflict with the highway in any way.

3. Access for service to the pipeline will be allowed via a footpath from the road to the dam. The State will require that the footpath be constructed as part of the contract under which the pipeline is to be constructed. Once the pipeline is laid, it will not be necessary to get equipment to the line during the inspection of the line.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

CHB:fp fn

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

PLEASE RETURN TO
FORREST COOPER

U.S. DEPARTMENT
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: May 4, 1961

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

By: DM Emrich
D. M. Emrich
Acting Division Engineer

SUBJECT: Oregon Project I-80N-3(19)84
The Dalles-Big Eddy Section
Columbia River Highway

Reference is made to your letter dated April 10, 1961 concerning relocation of the Government-owned water line at The Dalles Dam Project.

Our Regional office has now concurred in our approval of the relocation as shown conditioned upon a showing that "extreme case" criteria are met as outlined in AASHO "Policy On The Accommodation of Utilities on The National System of Interstate and Defense Highways", page 5. Such documentation should include data substantiating (1) "that any other utility location is extremely difficult and unreasonably costly", (2) that "the installation on the Interstate right-of-way will not adversely affect the design, construction, stability, traffic safety or operation of the Interstate highway," and (3) that "the utility can be serviced without access from the through-traffic roadways or ramps".

It would appear that to meet the last requirement, a foot path could be constructed, at low cost, extending from the existing railroad overcrossing structure to the conduit which is to be placed to carry the relocated water main under the highway at Sta. 2556+95.87. Such a path could also be utilized to serve the existing spring box near Sta. 2548+50.

The relocation of the pipe line is therefore approved as submitted with the understanding that you will furnish the date requested at your earliest convenience.

Edw

NOTED
FORREST COOPER

RECEIVED
MAY 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 29 1961
FOR FILING
I - REN - 3(10) 84
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION
5787

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

MAY 17, 1961

File Ref. D 315 - 2 - 93

U. S. CERTIFIED MAIL

General Insurance Company of America
c/o Dooly & Co.
Board of Trade Building
Portland 4, Oregon

Gentlemen:

Please refer to General Insurance Company of America Policy SLP-39 62 51 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property resulting from operations of Contractor, VERNIE JARL, during construction of The Dalles - Big Eddy Section of Columbia River Highway in Wasco County, Oregon.

In accordance with above-mentioned policy, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that on MAY 16, 1961 at approximately 9:55 A.M., Euclid truck operated by Contractor, Vernie Jarl, struck side of Railroads' Train No. 12 at Seufert crossing, Railroad M.P. 87.25 east of The Dalles, which resulted in damage to Railroads' equipment.

CONTINUED

We expect to present a bill for the repairs when the costs have been determined.

Will you please acknowledge receipt of this letter?

Yours very truly,

G H Baker

G. H. Baker,
Superintendent

cc:

Mr. Vernie Jarl, Contractor
P. O. Box 507
Gresham, Oregon

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

RECEIVED
MAY 19 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1961
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
FORM E-128
MAY 8 1961
FOR FILING

I-8077-[illegible]

8747

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

~~FLOYD QUERY, SECRETARY~~
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 5, 1961

Mr. and Mrs. Edward Seufert
303 East 10th
The Dalles, Oregon

Re: File No. R-17107, L-1770
The Dalles-Big Eddy Section
Columbia River Highway

Dear Mr. and Mrs. Seufert:

Following your last conference with Highway personnel on the above file, I have been requested to write to you with respect to the State paving and maintaining a frontage road which was constructed by the State adjacent to certain real property owned by you east of The Dalles.

Due to circumstances beyond our control, which consist primarily of the enactment by Congress of The Federal-Aid Interstate Highway System Law in 1956, it appears that our original plans for the widening and improving of the existing Columbia River Highway at this location have been materially changed.

The Bureau of Public Roads, which must approve all interstate highway construction plans, would not approve the plans developed by the Highway Department for the widening and improving of the existing Columbia River Highway in this area because these plans did not meet the rigid interstate highway standards as contemplated by the said Federal Act.

While we have very carefully studied the instruments involved in the above-numbered transaction with you and do not believe that the Commission is in any way obligated to perform any further work on said frontage road, we are willing in order to resolve this matter to the benefit of all parties to recommend to the Highway Commission that they, in the spirit of compromise, reconvey to you, for the sum of One Dollar and a release of any present or future obligations which the State may or may not have incurred under the above-numbered transaction, all the real property and easements the State acquired from you, including access rights, under that certain deed you executed to the State of Oregon, February 10, 1955, and which is recorded in Vol. 130, page 383, of the deed records of Wasco County, except that portion of the real property that was actually in the existing Columbia River Highway at the time of the deed.

I sincerely believe that such a reconveyance to you should resolve any past or future differences on this matter. As soon as we are advised of your acceptance of this compromise of differences, we will make our recommendation to the Commission for their action.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:FCMcK:bjk
cc: G. E. Rohde
Forrest Cooper
Tom Edwards
Walter Wright

Edgar Dick
Attorney at Law
5th and Washington
The Dalles, Oregon

RECEIVED
MAY 5 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 27 1961

FOR FILING

I-80N-3(19)84

4/147

April 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering the installation of corrugated metal pipe conduit on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County, Contract No. 5787, in connection with Federal Aid Project No. I-80N-3(19)84.

In connection with the re-establishment of the Corps of Engineers' water line to The Dalles Dam Project and in accordance with the sketch submitted April 10, 1961, it is proposed to install the 18" corrugated metal pipe conduit to carry the water line across the new construction. As noted in our letter, the conduit was to be installed as an extra work item. Construction has progressed to the point where it is necessary to install the conduit at once to save disturbing the roadway.

This work has been verbally recommended for approval by the B.P.R. Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enclosure
DBP:cr

RECEIVED
APR 14 1961
FOR FILING
I-80N-3(19)84
5787

April 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the construction of an access road to the water tank on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County, Contract No. 5787, in connection with Federal Aid Project No. I-80N-3(19)84.

This work is necessary in connection with the re-establishment of the Army Engineers' water line supplying The Dalles Dam Project. The highway slide has taken out the road to the water tank. Access is necessary so the work of revising the water line can proceed.

The work has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
APR 10 1961
FOR FILING

[illegible]

[illegible]

April 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

The Dalles-Big Eddy Section
Columbia River Highway
Wasco County
Project No. I-80N-3(19)94

Dear Sir:

We are submitting herewith the following data in connection with relocation of the government water line at The Dalles Dam Project, which has been damaged by a slide on the subject construction project:

1. Copies of letters and legal opinion which establish the obligation of the State to reimburse the Army Engineers for relocation of the water line.

2. Copies of the estimate of cost for the water line relocation.

3. Copies of the sketch showing the relocation to be made.

The Corps of Engineers propose to have the water line relocation done by contract. Your approval of the work on that basis and authorization to proceed with the necessary steps under the provisions of PPM 30-4 to get the work under way at once are requested.

It is estimated that the construction project will be completed before the contract for water line revision can be let. It is, therefor, proposed that the conduit at Highway Station 2556+95.87, shown on the attached sketch, be placed under the construction project as an extra work item. Arrangements for this will be made upon approval for the water line relocation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enclosures
DBP:cr

RECEIVED
APR 19 1961
FOR FILING

I-80N-3(19)84

5747

Salem, Oregon
April 7, 1961

L-1770 R.W 17107 - Seufert
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

Mr. L. I. Lindas
Chief Counsel
OFFICE

A further note on the Seufert matter at The Dalles. I assume that you have thought of this; however, I call to your attention the fact that the road extends easterly of the Seufert tract and could possibly involve other parties. I suggest that you inform yourself on this feature.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter T. Wright

Salem, Oregon
April 6, 1961

L-1770 R/W 17107 - Seufert
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

Mr. L. I. Lindas
Chief Counsel
OFFICE

Since the 10th day of February 1955, we have been living with a somewhat odd right-of-way deal which incorporates what amounts to an agreement with one Ed Seufert, et ux (R/W 17107, L-1770), the terms of which most of the interested parties are familiar and which nobody likes.

Without going into great detail, we took limited title to some land from Seufert and constructed thereon a roadway. We have no apparent legal obligations but are confronted with a peculiar clause which states, in effect, that if and when the Highway Commission decides to surface this road with an oil mat or paved condition, the State will assume the maintenance. In the interim, the maintenance is an obligation of Seufert. This odd arrangement has arisen to plague various segments of the highway organization from its inception which is not surprising.

Among others, I have had discussion with Seufert on this matter and have made him no promises or commitments, as I feel that this is a right-of-way matter. It is my hope that I may not have to get into the act of unwinding this somewhat peculiarly constructed ball of yarn.

It is my suggestion that you attempt to renegotiate the deal on a permanent basis something along the following lines.

That without prejudice to either party, we return to Seufert the land lying outside of the normal right of way, as determined by the Construction Division, which would, in effect, turn this road, which is now largely an approach road to Eddie's Motel (owned by Seufert) back to Seufert, relieving the State of any further obligation to Mr. Seufert and vice versa. As a bargaining item, I would recommend that certain minor widening work on both sides of the existing Columbia River Highway be done by the State to improve the Seufert approach. More specifically, I would propose that the State widen by excavation the southwest quadrant of the approach intersection and also widen the embankment opposite and to the east of the approach on the northerly side of Highway 30. I cannot recommend that the State do any further work, such as surfacing, oiling, et cetera, on the Seufert approach road.

I have delayed making a recommendation on this matter, as there was some talk that borrow material might be taken from the Seufert property to be used in connection with The Dalles Bypass. Subsequent developments indicate that, as of the moment, this should not be made a part of any settlement with Seufert.

If you wish further enlightenment on this subject, I suggest that you discuss it with me or Construction Engineer Edwards. I shall be glad to discuss this entire matter with you if you wish more detail.

Will you please take it from here and keep me informed.

Hereafter let's buy our right of way with money!

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter T. Wright

FORM E-30 50M 7-60 29398

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1961

SUBJECT: File No. 17107 (L-1770)
Seufert Brothers
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

To: Mr. Forrest Cooper
Deputy State Highway Engineer

Office

On March 16, 1961, I discussed with you the attached letter addressed to Mr. Wright from Mr. Barbee.

At that time you asked that I refer a copy of Mr. Barbee's letter to you, and also that we not take any action on the matter until you could discuss it with Mr. Edwards. I believe your reason was that we might want to include the Seufert slide and this matter into a package settlement.

Have you had an opportunity to consider this matter? We will continue to defer action until we have been advised as to your wishes on the procedure to be followed.

L. I. LINDAS
Chief Counsel

By D H Moehring
D. H. Moehring
Assistant Right of Way Engineer

DHM:mr
Attachment
cc: Mr. Tom Edwards
Mr. L. I. Lindas

RECEIVED
APR 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORREST COOPER

FORM E-30 90M 3-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1961

RECEIVED
MAR 15 1961
LEGAL DEPT.

SUBJECT: R/W File 17107 -Seufert
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

To: Mr. W. T. Wright
Right of Way Engineer
Office

A frontage road was constructed on Right of Way acquired from Seufert on the subject section, which possibly involved the State in an unfulfilled surfacing obligation. If such an obligation exists, will you please take the necessary steps to remove same.

Tom Edwards
Construction Engineer

By

D. J. Barbee
Assistant Construction Engineer

FOS:cw

REFERRED 3-16-61
TO Mr Cooper
FOR information. We will take no action until we hear from you.
PLEASE REPLY BY
DAVID H. MOEHRING

Barbee advises that this was written per Edwards instructions. Barbee had no knowledge of your meeting with Seufert.

RECEIVED
MAR 15 1961
RIGHT OF WAY

RECEIVED
MAR 17 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 7 1961

FOR FILING

I-80N-3(19)84

5787

Salem, Oregon
April 6, 1961

Mr. Dean Swift

Herewith copy of a letter from the Union Pacific Railroad Company advising of damage to its signal and communication lines at Seufert by Vernie Jarl's operations.

Please be sure that we have a proper accounting of the cost, as this is an item that will be billed against the contractor.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

MARCH 30, 1961

(FILE: D 315 - 2 - 93)

U. S. CERTIFIED MAIL

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

The Dalles - Big Eddy Section,
Columbia River Highway

This is to advise that damage was sustained to Railroad's signal and communication lines at Seufert crossing, M. P. 87.25 East of The Dalles, sometime between 6 PM and 7 PM, March 28, 1961, by a boom truck operated by Contractor Vernie Jarl on the captioned project.

We expect to present a bill for the repairs when the costs have been determined.

Will you please acknowledge receipt of this letter?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

cc: Mr. Vernie Jarl,
Contractor
P. O. Box 507
Gresham, Oregon

cc: General Insurance Company of America
c/o Dooly & Co.
Board of Trade Building
Portland 4, Oregon

RECEIVED
APR 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 7 1961
FOR FILING

I-80N-3(19)84

5784

April 6, 1961

Mr. C. H. Naker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: The Dalles-Big Eddy Section
Columbia River Highway

Dear Sir:

This will acknowledge receipt of your letter of March 30 advising of damage to your signal and communication lines at the Seufert crossing on March 28.

It would be appreciated if you would segregate the billing for repair work so that it can be easily identified.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams

[illegible]EIVED
APR 5 1961

FOR FILING
I-80N-3(19)84
NPPVL
5187

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

The Dalles - Big Eddy Sec. [illegible]

30 March 1961

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Cooper

Gentlemen:

Reference is made to your letter of 24 February 1961 concerning damage to the Government-owned water line at The Dalles Dam Project, located south of the Columbia River Highway and approximately opposite Stations 2548 to 2550.

In the above-referenced letter, you set forth the procedure to be followed by this office in order to receive reimbursement from the State of Oregon for damage to the referenced water line.

In accordance with your instructions regarding Bureau of Public Roads procedures governing this case, no field work has been done by this office (see paragraph 6-a of PPM 30-4), and no call for bids on a contract project has been issued (see paragraph 6-b of PPM 30-4). Inclosed in accordance with your instructions is (a) an Estimate of Cost, and (b) a sketch map showing the proposed relocation of the water line. The sketch map conforms to paragraph 7-i of PPM 30-4.

You will note the proposed relocation of the water line is based on informal consultation and understanding with your Mr. Vern Shull, Resident Engineer on the referenced highway. The relocation work can be greatly facilitated by inclusion of the conduit in the construction work being presently prosecuted at the site by the Oregon State Highway Department. It is understood highway work includes paving and is scheduled for completion by 1 July 1961. This office could not invite necessary bids for contract work nor get the required relocation under way prior to the above date. Therefore, it is requested the Oregon State Highway Department add to the work now in progress the item of conduit installation as detailed on the inclosed sketch drawing. An informal understanding to this effect was reached on 14 February 1961 between your Mr. Shull and representatives of this office.

Any additional arrangements necessary for rights of way purposes, such as licenses, permits, or easements, may be coordinated with Mr. Merle Lietzke, Chief, Real Estate Division, this office. His telephone number is Capitol 7-7681, Extension 340. Please feel free to call on him directly concerning all such matters.

Your cooperation in this matter is greatly appreciated by this office.

Very truly yours,

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

2 Incl:
  1. Estimate of Cost (dupe)
  2. Sketch map (dupe)

RECEIVED
APR 4 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR [illegible] 1961
[illegible]
STATE [illegible] ENGINEER

RECEIVED
MAR 30 1961
FOR FILING
I-80N-3(19)84
5787

7

March 29, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering the construction of fencing below normal fencing in gullies, etc., on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County, Contract No. 5787, in connection with Federal Aid Project No. I-80N-3(19)84.

In order to prevent trespass onto the highway at gullies, stream beds, etc., by stock it is necessary to construct fencing below the normal fence elevation at these points. Also extra bracing is required at points of vertical rock bluffs.

Equipment rental rates will be in accordance with the agreement between the State and A.G.C. Contractor's percentages will be in accordance with the Special Provisions of this contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
APR 3 1961
FOR FILING

I-80N-3(19)84

5797

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

March 28, 1961

Attention: Mr. R. L. Porter

C. G. Polk, Division Engineer
Salem, Oregon

By: D. M. Emrich
District Engineer

08-35.5

Utility Adjustment
Pacific Telephone - Northwest
The Dalles-Big Eddy Section
Project I-80N-3(19)84

We hereby approve the agreement evidenced by the exchange of letters dated March 1, 1961 and March 14, 1961 between the State and the utility company.

Because of the emergency nature of the work occasioned by slide conditions in the area, the date of authorization to proceed with the work is established at February 15, 1961. Approval is subject to the provisions of PPM 30-4.

Orig
Porter

NOTED
FORREST COOPER

RECEIVED
MAR 29 1961
FOR FILING
I-80N-3(11)84
5787

March 28, 1961

Vernie Jarl
General Contractor
Gresham, Oregon

Dear Mr. Jarl:

Attached is a statement from Union Pacific Railroad Company for expenses incurred by them in removing from their property a rubber-tired highway roller near The Dalles on November 17, 1960.

This appears to be in connection with your Contract No. 5787, The Dalles-Big Eddy Section of the Columbia River Highway.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: Mr. C. D. Mayer
Auditor of General & Station Accounts
1416 Dodge Street
Omaha 2, Nebraska

Tom Edwards

FORM 155 3-59-5M

UNION PACIFIC RAILROAD COMPANY

State of Oregon
Highway Dept.
Salem, Oregon

Omaha, Nebr., March 23 1961

File o 13-O

Following is a list of unpaid bills against your Company, for which early remittance to Assistant Treasurer, Omaha 2, Nebr., is requested. Please indicate in the column provided the present status of the bills and RETURN THIS STATEMENT TO THE UNDERSIGNED, using the following symbols for indicating status: V—Voucher issued; I—Investigation not completed; NR—Bill not received; forward duplicate. BR—Bill returned for correction; BC—Bill returned for cancellation.

[redacted] C. D. MAYER
Auditor of General and Station Accounts

Bills charged in account to __________ 19____

Per Ksc

DATE LAST SENT	BILL REFERENCE		DESCRIPTION OF ACCOUNT	AMOUNT		PRESENT STATUS	
	Number	Month Audited				Symbol	REMARKS
2-3-61	961585	1-1961	Expense incurred by U.P.RR Co Nov 17 1960 to remove a rubber-tired highway roller belonging to Verne Jad from track at M.P. 88 at Lr near The Dalles, Ore. + repair rock slide fence which was run through by Alvis Lee, Operator having lost control of the roller.	42	30		
			Contract 5787 Hwy. Bldg. Sec. of The Dalles-Hwy. Col. River Hwy.				

Paid by Contractor [illegible]

RECEIVED
MAR 24 1961

FOR FILE
I-80N-3(19)84

5777

March 24, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

The Dalles-Big Eddy Section
Columbia River Highway
Wasco County
Project No. I-80N-3(19)84

A slide in the vicinity of Station 2550 on the subject project has affected three poles and two spans of line on PP & L poles belonging to the Pacific Telephone and Telegraph Company (Pacific Telephone-Northwest). We are enclosing the following data covering the adjustment of these facilities:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for making the adjustments.
2. Two copies of the Company's estimate of cost for making the adjustments.
3. Two copies of the sketch prepared by the Company showing the adjustments to be made.

Approval of the above evidenced agreement for the emergency work as of February 15, 1961, under the provisions of PPM 30-4 is requested. This is in addition to the agreement submitted with our letter of August 1, 1960, and approved in your letter of August 3, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encls.

RECEIVED
MAR 23 1961
FOR FILING
I-80 N-3(19)84
5747

408 State Highway Building
Salem, Oregon

March 22, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

08-35.5
C. G. Polk, Division Engineer
Salem, Oregon

By: D. M. Emrich
District Engineer

Pacific Power & Light Company - Utility Adjustment
The Dalles-Big Eddy Section, Project I-80N-3(19)84

We hereby approve the agreement evidenced by the exchange of letters dated March 1, 1961 and March 14, 1961 between the State and the utility company. Reimbursement will be based on a lump sum amount of $1,454.51.

Because of the emergency nature of the work occasioned by slide conditions in the area, the date of authorization to proceed with the work is established as February 15, 1961. Approval is subject to the provisions of PPM 30-4.

Porter

T

RECEIVED
MAR 21 1961

FOR FILING

I-80-N-3(19)84

5787

March 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

The Dalles-Big Eddy Section
Columbia River Highway
Wasco County
Project No. I-80N-3(19)84

Dear Sir:

Due to a slide in the vicinity of Station 2550 on the subject project it is necessary to relocate five additional poles of the Pacific Power & Light Company's power line. We are enclosing the following data covering this work:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for relocating the poles.

2. Two copies of the Company's estimate for making the relocation.

3. Two copies of the sketch prepared by the Company showing the proposed relocation.

Approval of this agreement for the emergency work is requested with reimbursement to be made on a lump sum basis, and that it be included with the agreement submitted September 23, 1960, and approved in your letter of October 4, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
MAR 17 1961
FOR FILING

I-80N-3(19)84
5747

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 14, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to The Dalles-Big Eddy Section of the Columbia River Highway, Contract No. 5787, Federal No. I-80N-3(19)84. A short time ago, a large slide occurred right of Station 2550 as the result of our excavations in the area. Located in the slide area is a water line serving The Dalles Dam. This line has ruptured by the action of the slide.

In order to assure continued use of this vital installation, removal of the system from the slide area is necessary.

Discussions with Mr. Emrich of your office indicated the need of securing a legal opinion concerning the question of payment for the work of removing the water line. This legal opinion is enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By
F Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.
cc W. C. Williams
Forrest Cooper
L. I. Lindas

RECEIVED

FORM E 30 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1961

SUBJECT: The Dalles-Big Eddy Section
Interstate 80N

To: Tom Edwards
Construction Engineer

OFFICE

Relative to your inquiry concerning the liability of the Oregon State Highway Department, whereas as a result of roadbed excavations by the Highway Department through U.S.Government property, a slide occurred which caused several breaks in a Federally owned water line, was referred to Mr. Leonard Pearlman of our Legal Staff for research and opinion.

A copy of his opinion is attached hereto, which in substance states that, under the circumstances involved in this case, the Highway Commission would be responsible to the United States Government for such an amount of money that would compensate it for the destruction and restriction of the use of its property.

In other words, the cost of the relocation of the pipes at our expense from the area taken would therefore be justified.

If you have any further questions concerning this matter, please do not hesitate to call upon me.

L. I. Lindas
L. I. LINDAS
Chief Counsel

LIL:bp
cc: W. C. Williams
Forrest Cooper

CONSTRUCTION DIVISION
RECEIVED
MAR 10 1961
NOTED- ☒ ☐ ☐ ☐ ☐
CE ADE ACE COE

REFERRED TO

FORM E-11 40M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 9, 1961
Salem, Oregon

SUBJECT: The Dalles-Big Eddy Section
Interstate 80N

To: Mr. L. I. Lindas
Chief Counsel

OFFICE

We have been asked to supply a legal determination as to the liability of the Oregon State Highway Department where, as a result of roadbed excavations by the Highway Department through U. S. government property, a slide covering sixteen acres has occurred and has caused several breaks in a Federally owned water line running through the slide area. Because stabilization of the slide area may not be entirely successful, it is desired to relocate the line outside the slide area.

Article I, Section 18 of the Constitution of Oregon provides in part as follows:

> "Private property shall not be taken for public use . . . without just compensation. . . ."

It has been recognized in this state that although a government agency is not answerable in damages for an injury resulting from the performance of a public duty imposed by law, it will be held liable for the invasion of property rights under the foregoing constitutional guarantee. Metzger v. City of Gresham, 152 Or. 682, 54 P.2d 311 (1936).

The case of Tomasek v. Oregon Highway Commission, 196 Or. 120, 151, 248 P.2d 703 (1952) held that where the direct effect of the construction carried on by the state was a partial destruction of plaintiff's lands it constituted a taking for a public purpose within the meaning of the constitution, and that plaintiff was entitled to compensation for the taking.

In Morrison v. Clackamas County, 141 Or. 564, 572, 18 P.2d 814 (1933) the court said that there need not be any actual physical taking, but that any destruction, restriction or interruption of the common and necessary use and enjoyment of the property of a person for a public purpose constitutes a "taking" thereof for which compensation must be made to the owner of the property.

Certainly there would seem to be no argument that the instant case would fit within the rules expressed in the afore-mentioned cases, that the United States would certainly be entitled to such amount of money as would compensate it for the destruction and restriction of use of its property, and that the relocation of the pipes at our expense from the area "taken" would therefore be justified.

Leonard W. Pearlman
LEONARD W. PEARLMAN
Staff Attorney

LWP:dc

RECEIVED
MAR 15 1961
FOR FILING

COMMISSIONERS
[illegible] McIVER, [illegible]
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-80 N-3 (19) 84
5747

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 14, 1961

POSTED
W. C. WILLIAMS

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to The Dalles-Big Eddy Section of the Columbia River Highway, Contract No. 5787, Federal No. I-80N-3(19)84. A short time ago, a large slide occurred right of Station 2550 as the result of our excavations in the area. Located in the slide area is a water line serving The Dalles Dam. This line has ruptured by the action of the slide.

In order to assure continued use of this vital installation, removal of the system from the slide area is necessary.

Discussions with Mr. Emrich of your office indicated the need of securing a legal opinion concerning the question of payment for the work of removing the water line. This legal opinion is enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp
Enc.
cc W. C. Williams
Forrest Cooper
L. I. Lindas

RECEIVED
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1961

SUBJECT: The Dalles-Big Eddy Section
Interstate 80N

To: Tom Edwards
Construction Engineer

OFFICE

Relative to your inquiry concerning the liability of the Oregon State Highway Department, whereas as a result of roadbed excavations by the Highway Department through U.S. Government property, a slide occurred which caused several breaks in a Federally owned water line, was referred to Mr. Leonard Pearlman of our Legal Staff for research and opinion.

A copy of his opinion is attached hereto, which in substance states that, under the circumstances involved in this case, the Highway Commission would be responsible to the United States Government for such an amount of money that would compensate it for the destruction and restriction of the use of its property.

In other words, the cost of the relocation of the pipes at our expense from the area taken would therefore be justified.

If you have any further questions concerning this matter, please do not hesitate to call upon me.

L. Lindas
L. I. LINDAS
Chief Counsel

LIL:bp
cc: W. C. Williams
Forrest Cooper

CONSTRUCTION DIVISION
RECEIVED
MAR 10 [illegible]
NOTED- ☒ ☐ ☐ ☐ ☐
CE ACE ACE COE

REFERRED TO

FORM E-93 50M 1-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 9, 1961
Salem, Oregon

SUBJECT: The Dalles-Big Eddy Section
Interstate 80N

To: Mr. L. I. Lindas
Chief Counsel

OFFICE

We have been asked to supply a legal determination as to the liability of the Oregon State Highway Department where, as a result of roadbed excavations by the Highway Department through U. S. government property, a slide covering sixteen acres has occurred and has caused several breaks in a Federally owned water line running through the slide area. Because stabilization of the slide area may not be entirely successful, it is desired to relocate the line outside the slide area.

Article I, Section 18 of the Constitution of Oregon provides in part as follows:

> "Private property shall not be taken for public use . . . without just compensation. . . ."

It has been recognized in this state that although a government agency is not answerable in damages for an injury resulting from the performance of a public duty imposed by law, it will be held liable for the invasion of property rights under the foregoing constitutional guarantee. Metzger v. City of Gresham, 152 Or. 682, 54 P.2d 311 (1936).

The case of Tomasek v. Oregon Highway Commission, 196 Or. 120, 151, 248 P.2d 703 (1952) held that where the direct effect of the construction carried on by the state was a partial destruction of plaintiff's lands it constituted a taking for a public purpose within the meaning of the constitution, and that plaintiff was entitled to compensation for the taking.

In Morrison v. Clackamas County, 141 Or. 564, 572, 18 P.2d 814 (1933) the court said that there need not be any actual physical taking, but that any destruction, restriction or interruption of the common and necessary use and enjoyment of the property of a person for a public purpose constitutes a "taking" thereof for which compensation must be made to the owner of the property.

Certainly there would seem to be no argument that the instant case would fit within the rules expressed in the afore-mentioned cases, that the United States would certainly be entitled to such amount of money as would compensate it for the destruction and restriction of use of its property, and that the relocation of the pipes at our expense from the area "taken" would therefore be justified.

Leonard W. Pearlman

LEONARD W. PEARLMAN
Staff Attorney

LWP:dc

RECEIVED
MAR 9 1961
FOR FILING

I-80N-3(19)84

5787

March 8, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering hand scaling a hazardous rock bluff on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County, Contract No. 5787, in connection with Federal Aid Project No. I-80N-3(19)84.

The nearly vertical rock bluff between Stations 2531+50 and 2533+50 is extremely weathered. The State Accident Commission has requested that the loose and weathered rocks on the bluff be scaled off, which will require handwork. It is necessary to comply with the request in order to keep the job going.

This order has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

ndwor

RECEIVED
FORM E-123
MAR 2 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-80 N-3(17)84
5741

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 1, 1961

Pacific Power and Light Co.
Public Service Building
Portland 4, Oregon

Re: Pacific Power & Light Co.
Power Line Adjustments
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

Gentlemen:

A slide has occurred on the Columbia River Highway near Highway Engineer's Station 2550 which affects five of your poles located near that station. These facilities will have to be relocated.

As the facilities were located on private property it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the adjustment under Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads, and amendments and supplements thereto. In the event that any of the work for which the state is to make reimbursement is let to contract, your special attention is called to paragraph 6 of PPM 30-4.

In order that we may comply with the federal regulations, it is requested that you submit a sketch map or maps together with an estimate of the cost of the work in conformance with the requirements of PPM 30-4. These should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. The State will advise you of authority to proceed with the necessary work. For your information a set of instructions is attached hereto relative to billing under PPM 30-4.

Further details may be secured from Mr. Bert Shull, Resident Engineer, Box 420, The Dalles. In the event the relocation is on highway right of way, Mr. J. S. Sawyer, District Maintenance Superintendent, should be contacted in regard to obtaining a permit for the said location.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc.
cc: F. B. Klaboe
Curt Baker (3)
Dean Swift
Bert Shull
J. S. Sawyer
G. W. Ross
C. H. Maison
Forrest Cooper

NOTED

RECEIVED
MAR 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 1, 1961

Pacific Telephone & Telegraph Co.
509 S. W. Oak Street
Portland 4, Oregon

Re: Pacific Tel. & Tel. Co.
Telephone Line Adjustments
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

Gentlemen:

A slide has occurred on the Columbia River Highway near Highway Engineer's Station 2550 which affects three of your poles and two spans of your line which are on Pacific Power and Light Company power poles. These facilities will have to be relocated.

As the facilities were located on private property it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the adjustment under Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads, and amendments and supplements thereto. In the event that any of the work for which the state is to make reimbursement is let to contract, your special attention is called to paragraph 6 of PPM 30-4.

In order that we may comply with the federal regulations, it is requested that you submit a sketch map or maps together with an estimate of the cost of the work in conformance with the requirements of PPM 30-4. These should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. The State will advise you of authority to proceed with the necessary work. For your information a set of instructions is attached hereto relative to billing under PPM 30-4.

Further details may be secured from Mr. Bert Shull, Resident Engineer, Box 420, The Dalles. In the event the relocation is on highway right of way, Mr. J. S. Sawyer, District Maintenance Superintendent, should be contacted in regard to obtaining a permit for the said location.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc.
cc: M. E. Bousha
410 N. E. Clackamas St.
Portland
F. B. Klaboe
Curt Baker (3)
Dean Swift
Bert Shull
J. S. Sawyer
G. W. Ross
C. H. Maison
Forrest Cooper

RECEIVED
MAR 1 1961

FOR FILING

I-80N-3(19)
5787

March 1, 1961

Mr. Vernie Jarl
Post Office Box 507
Gresham, Oregon

Dear Mr. Jarl:

On November 21, 1960, the Highway Department was advised by the Union Pacific Railroad Company that your equipment which was working on The Dalles-Big Eddy Section, Contract 5787, had caused damages to one of its fences.

We now have received a bill in the amount of $42.30 to cover the cost of this damage. A copy of this bill has been sent to you and your insurance company. At the time you pay this obligation, it will be appreciated if you will notify this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. R. L. Porter

RLP:sw fn

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

FEBRUARY 24, 1961

(Ref. File D 315 - 2 - 93)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Referring to Mr. Porter's letter of November 30, 1960 and supplementing my letter of November 21st concerning damage sustained to Railroad's rock slide fence at Mile Post 88 near The Dalles, November 17, 1960, resulting from rolling equipment operated by Contractor Vernie Jarl, on The Dalles - Big Eddy Section of Columbia River Highway:

Herewith 2 copies of Railroad's bill Audit No. 961585 in amount of $42.30, covering expense incurred making necessary repairs.

Will you please place bill in line for payment, having voucher submitted to this office?

A copy of bill is also being furnished to Contractor, Mr. Vernie Jarl, and to the General Insurance Company at Portland.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

encs.

cc: Mr. Vernie Jarl, Contractor
P. O. Box 507
Gresham, Oregon

cc: General Insurance Company
c/o Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

RECEIVED
FEB 2 8 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 2 8 1961
OFFICE OF
STATE HIGHWAY ENGINEER

7-59-100M

Form 130 A

State of Oregon,
Highway Department,
Salem, Oregon.

To UNION PACIFIC RAILROAD COMPANY, Dr.

BILL NO. 961585
MONTH'S ACCOUNT 1/1961
JF DEPT. NO. 1013
DATE MADE FEB 3 1961 19

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense incurred by UP RR Co. November 17, 1960 to remove a rubber-tired highway roller belonging to Verne Jarl from track at M.P. 88 at or near The Dalles, Oregon and repair rock slide fence which was run through by Alvis Lee, Operator having lost control of the roller.					
Pay Roll - Track Department - Section No. 15 Remove roller from track					
Foreman - 2 hours	$5.43				
Laborers - 4 hours	9.59	15	02		
Pay Roll - Signal Department N. P. McDonnel, Signal Maintainer - Repair Fence 8 hours		23	04		
Material - Used 100 ft. #12 HD Copper Wire 1 - 5/8" Galv. Thru Bolt 25 - Nicopress Splicing Sleeves #12D		4	84		
Material - Released 4 lbs Copper Wire			60	42	30

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

7-59-100M

Form 130 A

State of Oregon,
Highway Department,
Salem, Oregon.

BILL NO. 961585

MONTH'S ACCOUNT 1/1961

JF DEPT. NO. 1013

DATE MAD FEB 3 1961 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense incurred by UP RR Co. November 17, 1960 to remove a rubber-tired highway roller belonging to Verne Jarl from track at M.P. 88 at or near The Dalles, Oregon and repair rock slide fence which was run through by Alvis Lee, Operator having lost control of the roller.					
Pay Roll - Track Department - Section No. 15 Remove roller from track					
Foreman - 2 hours	$5.43				
Laborers - 4 hours	9.59	15	02		
Pay Roll - Signal Department N. P. McDonnel, Signal Maintainer - Repair Fence 8 hours		23	04		
Material - Used 100 ft. #12 HD Copper Wire 1 - 5/8" Galv. Thru Bolt 25 - Nicopress Splicing Sleeves #12D		4	84		
Material - Released 4 lbs Copper Wire			60	42	30

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

I-5-3(14) Goshen-Coast Fork Willamette 1960
181 River Sec., Pacific Hwy.
#5788

RECEIVED
SEP 17 1963
FOR FILING

[illegible]

5788

September 16, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Goshen-Coast Fork Willamette River Section of the Pacific Highway, Contract No. 5788, Project No. I-5-3(14)181 in Lane County, was completed August 25, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DPH:vs

cc: J. W. Nash

RECEIVED
MAR 11 1963
FOR FILING

5788

PACIFIC POWER & LIGHT COMPANY
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

March 5, 1963

Oregon State Highway Department
Salem 10, Oregon

Attention: Mr. C. H. Maison
Auditor

Re: Goshen-Coast Fork Willamette River Section
Pacific Highway
Lane County, Oregon
Project No. I-5-3 (14) 181

Gentlemen:

Reference is made to your letter of February 8, 1963, regarding the audit made by the Bureau of Public Roads, from which it was established that an overpayment of $562.08 was made to Pacific Power & Light Company. This overpayment resulted from the original estimate of $2,248.31, which was submitted and approved by the Oregon State Highway Department as per your letter dated September 14, 1960. However, during the reconstruction we found it necessary to relocate only three poles instead of the four as we originally planned. The adjustment in regard to the overpayment is based on this one pole.

We are forwarding the enclosed Pacific Power & Light Company check No. 25,541 in your favor for $562.08 together with a copy of your Invoice No. 78000 applicable to this highway project.

Thank you for bringing this to our attention.

Yours very truly,

R Small

Robin L. Small
Property Supervisor

NOTED
R. L. PORT

RLS:me

Encs.

cc: Mr. Ted Litchfield
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon

RECEIVED
MAR 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 13 1963

FOR FILING

I-5-3(14)171

5788

Salem, Oregon
February 13, 1963

Mr. F. D. Morgan
Construction Engineer
OFFICE

This is to advise you that work was completed on August 4, 1962, on Contract No. 5788, Goshen-Coast Fork Willamette River Section, in Lane County.

We request that your office return a signed copy of this letter listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:______________________

Conditions noted on above date:

Construction Engineer

DBP:jb

RECEIVED
JAN 18 1963
FOR FILING

5788

477 Cottage Street N.E.
Salem, Oregon

January 15, 1963

Mr. Forrest Cooper, State Highwy Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Goshen-Coast Fork Willamette River
I-5-3(21)181 - Seeding and mulching

Kindly refer to our August 27, 1962 memorandum captioned as above. Please change the project agreement number to read:

I-5-3(14)181

We have changed our copy of your State Force Work Order #2, Contract 5788, dated July 31, 1962 to read as above.

RECEIVED
JAN 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
1-18-63

NOTED
LLOYD P. SHAW

RECEIVED
JAN 14 1963
FOR FILING
[illegible]

477 Cottage Street, N.E.
Salem, Oregon

6/144

Mr. Forrest Cooper, State Highway Engineer January 9, 1963
Salem, Oregon

By:
A. W. Parsons, Division Engineer L. R. Backlund
08-35.5 Salem, Oregon Administrative Manager

Oregon Project I-5-3(14)181
Goshen-Coast Fork Willamette River Section
Voucher No. 8 - Progress
Net amount claimed - $9,200.00

The subject voucher, involving the claim of the Pacific Power and Light Company, has been approved in the reduced amount of $8,689.00. Deduction has been made in accordance with the attached Schedule of Exceptions, Item No. 1.

Total amount of deduction	$562.08
Federal Aid Pro-rata claimed	91%
Net deduction in even dollars	511.00

In the event you disagree with the deductions made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

original to Young
with attachment
1-14-63

NOTED
LLOYD P. SHAW

RECEIVED
DEC 12 1962
FOR FILING

5788

ROY L. HOUCK SONS' CORPORATION
HEAVY CONSTRUCTION CONTRACTING
1585 20th STREET N. E.
SALEM, OREGON
JUstice 1-1398

December 10, 1962

State of Oregon
State Highway Department
Salem 10, Oregon

Re: Letter of December 6
Contract #5788

Attention: C. H. Maison
Auditor

Gentlemen:

With regard to your letter of December 6, 1962, will you please make the deduction from the next estimate payment on the Rice Hill-N. Oakland Junction project.

Very truly yours,

ROY L. HOUCK SONS' CORPORATION

By
President.

NOTED
FLOYD QUERY

RECEIVED
DEC 7 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 6, 1962

Roy L. Houck Sons' Corporation
1585 20th Street, N.E.
Salem, Oregon

Re: Grading and Structures
Goshen-Coast Fork Willamette
River Section, Pacific Highway,
Lane County, (Contract No. 5788)

Gentlemen:

On November 16, 1962, we mailed you our warrant No. 8993 in the amount of $9,725.11 representing final payment for work performed on the subject contract.

When processing the final estimate, and also at the time the retained percentage on this project was reduced to 3 percent, we failed to make the lump sum reduction of $13,301 as called for under the terms of the contract. This resulted in an overpayment of $13,301 for work performed on this contract.

We would like to close out this project before the end of the calendar year and it would be appreciated if we could have your check in the amount of the overpayment. However, if it is not convenient for you to reimburse us at this time, we will make the deduction from the next estimate payment on the Rice Hill-N. Oakland Junction project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Auditor

NOTED
R. L. PORTER

CHM:jc

cc: R. L. Porter ✓
L. H. Young
Clare Palmer
Floyd Query

RECEIVED
DEC 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 5 1962
FOR FILING

[illegible] (14) [illegible]

[illegible]

November 2, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Ave.
Portland 4, Oregon

Gentlemen:

On October 17, 1962 you were notified of the release of final payment on Contract #5788, awarded to Roy L. Houck Sons' Corporation, for grading and structures on Goshen-Coast Fork Willamette River Section of Pacific Highway, Lane County.

Final payment on this contract is $9725.11 and the total contract amount is $312,218.83, including $4,354.28 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

al
cc: Roy L. Houck Sons' Corp.
1585 20th St. N.E.
Salem, Oregon

RECEIVED
OCT 25 1962
FOR FILE

5788

October 24, 1962

Roy L. Houck Sons' Corporation
1585 20th Street, N. E.
Salem, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of October 19 requesting details pertaining to a claim which was mentioned in our letter of October 17 in reference to State Highway Contract No. 5788 in Lane County.

The claim referred to was filed by the Bureau of Labor for wages due for labor performed by Rolland Higgins for Dale Clarambeau, subcontractor, in the amount of $39.81.

For your information, we are attaching photocopies of this claim and our letter of December 5, 1961, notifying the General Insurance Company of America.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

CWH:fkn

ROY L. HOUCK SONS' CORPORATION

HEAVY CONSTRUCTION CONTRACTING
1585 20th STREET N. E.
SALEM, OREGON
JUstice 1-1398

October 19, 1962

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: C. W. Head

Gentlemen:

With reference to your letter advising of a claim against Contract #5788--Goshen-Coast Fork Willamette River, our records reveal no notice of such claim.

Would you please supply us with the details of this claim?

Very truly yours,

ROY L. HOUCK SONS' CORPORATION

By Roy L. Houck
President

cc: General Insurance Co.

RECEIVED
OCT 24 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 17 1962
FOR FILING

[illegible]

5788

October 16, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed August 4 on Contract 5788. The contract was with Roy L. Houck Sons Corporation and was for grading and structures on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 12, 1962, and that you concur in this procedure at the Commission meeting on November 1.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

County letter written 10/17/62
June

RLP:ajw hlb

D Cook
[illegible] for Corps letter
·16

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1962

SUBJECT: Acceptance of Contract

To:

Mr. R. L. Porter
Assistant Highway Engineer

OFFICE

All work on the following contracts is satisfactorily completed. They are ready for acceptance by the State Highway Commission:

✓ Contract No. 5782 with Roy L. Houck Sons Corporation for grading and structures on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County, completed August 4, 1962.

✓ Contract No. 6061 with Acme Construction Co. for stone base and oiling on the Blizzard Gap-Nevada State Line Section of the Adel-Nevada State Line Road in Lake and Harney Counties, completed September 24, 1962.

✓ Contract No. 6127 with Wildish Construction Co. for grading and paving on the Creswell (Mill St.) City Street Section in Lane County, completed September 27, 1962.

L. H. Young
Office Engineer

cc: Floyd Query
C. H. Maison
F. D. Morgan

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 14, 1962, 19

Section Goshen - Coast Fork Willamette River

Kind of work Grading & Structures

Highway Pacific, County Lane

Section prefix 620-1064

Contractor Roy L Houck Sons' Corp

Contract number 5788

Date of contract Aug. 30, 1960, 19

Specified work days 150

Date work started Aug. 23, 1960, 19

Work days used 147

Project authorization $ 394,024.50

Exclusive of engineering $ 366,019.98

Per cent of time elapsed 98 %

Estimated cost of completed project, exclusive of engineering $ 314,700.00

Estimated per cent ~~overrun~~ or underrun 14 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 28,019.32

Engineering cost to date $ 29,455.00, 105 %

Date project was completed Aug. 4, 1962, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor has submitted a letter agreeing to complete cleanup of site along with cleanup of the site when it is abandoned after completion of the paving contract.

Cleanup item is minor in quantity, is off the right-of-way being on State owned property known as the Kuni Pit near Creswell.

NOTED
G. S. PAXSON

Final Report.

NOTED
R. L. FOSTER

CONSTRUCTION DIVISION
OCT 15 1962

Signed C. C. Gall

Address 1410 Orchard St., Eugene

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.7				
Miles partially completed	all				
Miles completed	"				
Total estimated quantities (contract)	324,000				
Total quantities corrected to date	295,111				
Estimated quantities moved or placed to date	all				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	none				
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	showers		
Tuesday	rain		
Wednesday	rain AM shwrs day		
Thursday	rain		
Friday	rain AM Very strong winds in late PM		
Saturday			

RECEIVED
SEP 13 1962

FOR FILING
[illegible]

5118

477 Cottage Street N.E.
Salem, Oregon

September 10, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-3(14)181, Goshen-Coast Fork
Willamette Bridge, Pacific Freeway

Reference is made to your letter of August 9 reporting all contract work on subject project completed as of August 4, 1962.

On July 23, 1962 Mr. Grafe of this office made a preliminary inspection of the project, at which time verbal assurance was given the resident engineer that no problems were anticipated with regard to acceptance of the contract work which would prevent our final acceptance of the project when completed.

original To Young
9-13-62

NOTED
R. L. PORTER

RECEIVED
G 30 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

August 27, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Goshen-Coast Fork Willamette River
I-5-3(21)181
State Force Order No. 2 - Seeding & Mulching

Reference is made to your letter dated August 21, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

NOTED
R. L. PORTER

Original To Young
with attachment
8 30 62

RECEIVED
22 1962
FOR FILING

[illegible]

5788

9

August 21, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Forces Work No. 2, Account No. [illegible], covering seeding and mulching on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County, Contract No. 5788, in connection with Federal Aid Project No. I-5-3(21)181.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $5,920.00, with Federal participation of $5,328.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
AUG 10 1962
FOR FILING

[illegible]

5788

August 9, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 4, 1962, on Contract No. 5788, Goshen-Coast Fork Willamette River Section, in Lane County, in connection with Federal-Aid Project No. I-5-3(14)181.

Please advise us, by letter, of the date on which this contract is accepted by the Bureau of Public Roads. If there are conditions which prevent your acceptance, please advise us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By CAH

For L. H. Young
Office Engineer

DBP:ra
cc: H. S. Cox

NORMAN O. NILSEN
[illegible]

OFFICES
SALEM 10, OREGON
PORTLAND, OREGON

STATE OF OREGON
BUREAU OF LABOR

OFFICE OF THE COMMISSIONER
LABOR AND INDUSTRIES BUILDING SALEM 10, OREGON

May 31, 1962

Roy L. Houck Sons' Corporation
1585 Twentieth Street, N.E.
Salem, Oregon

General Insurance Company of America
General Insurance Building
4347 Brooklyn Avenue
Seattle 5, Washington

#5788 and others

Dear Sirs:

Re: Wage Claim of Rolland Higgins vs. Roy L. Houck Sons' Corporation - #5-[illegible]-61

The Commissioner of the Bureau of Labor of the State of Oregon, as assignee of the claims and demands hereinafter mentioned of Rolland Higgins, hereby acknowledges that the Commissioner of the Bureau of Labor has received and accepted from Roy L. Houck Sons' Corporation the sum of $2,525.12, for the benefit of said Rolland Higgins, in compromise settlement, satisfaction, release, and discharge of all claims and demands of said Rolland Higgins against said Roy L. Houck Sons' Corporation and General Insurance Company of America and each, or either, of said corporations, which have been assigned to the Commissioner of the Bureau of Labor by said Rolland Higgins.

ROBERT Y. THORNTON, ATTORNEY GENERAL

BY______________________________
THOMAS Y. HIGASHI, ASST. ATTORNEY GENERAL
Assigned to Bureau of Labor

Noted payment on card.
LJ

NOTED
C. W. HEAD

RECEIVED
[illegible] 1951

December [illegible], 1951

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Attached are copies of claims which have been filed with the Secretary of State by the Oregon Bureau of Labor for wages due William Higgins, laborer for [illegible], subcontractor for Roy L. Houck Sons' Corporation, prime contractor. These appear to be in connection with the following State Highway Contracts with Roy L. Houck Sons' Corporation:

Contract No. [illegible], Jackson County - $ 21.[illegible] plus interest
Contract No. [illegible], Lane County - $ [illegible].10 " "
Contract No. [illegible], Douglas County - $1,[illegible]47.16 " "
Contract No. [illegible], Lane County - $ [illegible]3.77 " "
Contract No. [illegible], Lane County - $ 273.37 " "
Contract No. [illegible], Linn County - $ 551.27 " "
Contract No. [illegible], Lane County - $ 39.81 " "
Contract No. [illegible], Jackson County - $ 81.63 " "

We provide this information as your company appears as surety on the performance bonds furnished with these contracts.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Higgins Insurance Agency
373 North Church Street
Salem, Oregon

NOTED ON CARD
[illegible]

Roy L. Houck Sons' Corporation
[illegible] - [illegible] Street N. E.
Salem, Oregon

Commissioners
Mr. Forrest Cooper

[illegible]:fp

NORMAN O. NILSEN
COMMISSIONER

OFFICES
SALEM, OREGON
PORTLAND, OREGON

STATE OF OREGON
BUREAU OF LABOR

OFFICE OF THE COMMISSIONER
LABOR AND INDUSTRIES BUILDING, SALEM 10, OREGON

November 29, 1961

**TO THE STATE OF OREGON AND TO THE STATE OF OREGON
BY AND THROUGH THE STATE HIGHWAY COMMISSION:**

Notice is hereby given that the undersigned, Norman O. Nilsen, as an assignee, as Commissioner of the Bureau of Labor, has a claim for wages due for labor performed by Rolland Higgins between September 23, 1960, and October 1, 1960, as a laborer for Dale Clarambeau, a subcontractor for Roy L. Houck Sons' Corporation, in the sum of $39.81, together with interest thereon at the rate of 6% per annum from October 1, 1960, until paid, against the bond taken from Roy L. Houck Sons' Corporation and General Insurance Company of America for work of highway construction, grading and structures, of Pacific Highway in Lane County, of that certain section known as Goshen-Coast Fork Willamette River, Oregon State Highway Commission Contract No. 5788, awarded August 30, 1960, for the State of Oregon, by and through the State Highway Commission.

Higgins

Dated this 29 day of November, 1961.

Norman O. Nilsen, Commissioner
Oregon Bureau of Labor

By
QUINTIN B. ESTELL
Deputy Commissioner

qbe:cj
Duplicate Originals: Secretary of State
Oregon State Highway Commission
Roy Houck Sons' Corporation
General Insurance Company of America

File #3893

FILED
NOV 29 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JAN 24 1962
FOR FILING

5788

File

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1962

SUBJECT: Goshen-Cottage Grove Section
Contract No. 5788

To: Mr. L. I. Lindas
Chief Counsel

OFFICE

Enclosed find a copy of a letter from the law firm of Koerner, Young, McColloch & Dezendorf, and a copy of a letter from Division 3 concerning a request by this law firm for a copy of our specifications and special provisions on this project. We believe that it would be appropriate for you to answer the letter and are forwarding to you for your use a copy of the general specifications and the special provisions for this project.

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

encs.

cc: L. R. Chandler
R. L. Porter ✓

NOTED
R. L. PORTER

KOERNER, YOUNG, McCOLLOCH & DEZENDORF
ATTORNEYS AT LAW
EIGHTH FLOOR, PACIFIC BUILDING
PORTLAND 4, OREGON
CAPITOL 6-6151

ANDREW KOERNER
CLARENCE J. YOUNG
FRANK C. McCOLLOCH
JAMES C. DEZENDORF
FRANK H. SPEARS
JOHN GORDON GEARIN
WILLIAM F. LUBERSKY
HARRY J. DeFRANCO
GEORGE B. CAMPBELL
EDWIN L. GRAHAM
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
MARSHALL C. CHENEY, JR
LEWIS K. SCOTT
ROBERT W. PACKWOOD
RICHARD S. BORST
DOUGLAS H. STEARNS
GEORGE L. WAGNER
KENNETH M. JUDD
KAYE C. ROBINETTE
STANLEY R. LOEB
MICHAEL G. HOLMES
JAMES V. HURLEY

DEY, HAMPSON & NELSON
1918 – 1943
HAMPSON, KOERNER, YOUNG & SWETT
1944 – 1947
KOERNER, YOUNG, SWETT & McCOLLOCH
1948 – 1950

January 17, 1962

Mr. L. R. Chandler
Division Engineer
Oregon State Highway Department
P.O. Box 1128
Roseburg, Oregon

Re: J. G. Watts Construction Co.
Vehicle Accident September 26, 1961

Dear Sir:

We are investigating the above accident, which occurred on U. S. Highway 99, near Creswell, Oregon, at the construction site of Roy L. Houck Sons' Corporation. The accident occurred about 6:00 P.M. when a vehicle belonging to J. G. Watts Construction Co. was unable to stop at the construction site, due, we believe, to improper warning.

We were advised by the Portland office that you would be able to furnish us with a certified copy of the safety specifications in regard to this construction project. We are, of course, only interested in the general and specific provisions of this contract in regard to controlling vehicular traffic during construction. There was apparently a definite problem of visibility at the time of the accident, and we would certainly want to know of any provisions applicable in cases of reduced visibility.

We will greatly appreciate any aid you are able to give us in this matter.

Very truly yours,

Koerner, Young, McColloch & Dezendorf

Roseburg Division
Received
JAN 18 1962
ME
Reply
Action

RECEIVED
DEC 7 1961
FOR FILING

5788

December 5, 1961

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Attached are copies of claims which have been filed with the Secretary of State by the Oregon Bureau of Labor for wages due Rolland Higgins, laborer for Dale Clarambeau, subcontractor for Ray L. Houck Sons' Corporation, prime contractor. These appear to be in connection with the following State Highway Contracts with Ray L. Houck Sons' Corporation:

Contract No. 5627, Jackson County - $ 23.26 plus interest
Contract No. 5795, Lane County - $ 220.00 " "
Contract No. 5812, Douglas County - $1,067.00 " "
Contract No. 5592, Lane County - $ 553.77 " "
Contract No. 5573, Lane County - $ 278.37 " "
Contract No. 5478, Linn County - $ 551.27 " "
Contract No. 5788, Lane County - $ 39.81 " "
Contract No. 5608, Jackson County - $ 81.68 " "

We provide this information as your company appears as surety on the performance bonds furnished with these contracts.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Huggins Insurance Agency
373 North Church Street
Salem, Oregon

NOTED ON CARD
AC

Ray L. Houck Sons' Corporation
1985 - 20th Street N. E.
Salem, Oregon

Commissioners
Mr. Forrest Cooper

CHN:fp

NORMAN O. NILSEN
COMMISSIONER

OFFICES
SALEM, OREGON
PORTLAND, OREGON

STATE OF OREGON
BUREAU OF LABOR

OFFICE OF THE COMMISSIONER
LABOR AND INDUSTRIES BUILDING, SALEM 10, OREGON

November 29, 1961

TO THE STATE OF OREGON AND TO THE STATE OF OREGON BY AND THROUGH THE STATE HIGHWAY COMMISSION:

Notice is hereby given that the undersigned, Norman O. Nilsen, as an assignee, as Commissioner of the Bureau of Labor, has a claim for wages due for labor performed by Rolland Higgins between September 23, 1960, and October 1, 1960, as a laborer for Dale Clarambeau, a subcontractor for Roy L. Houck Sons' Corporation, in the sum of $39.81, together with interest thereon at the rate of 6% per annum from October 1, 1960, until paid, against the bond taken from Roy L. Houck Sons' Corporation and General Insurance Company of America for work [illegible] highway construction, grading and structures, of Pacific Highway in Lane County, of that certain section known as Goshen-Coast Fork Willamette River, Oregon State Highway Commission Contract No. 5788, awarded August 30, 1960, for the State of Oregon, by and through the State Highway Commission.

Dated this 29 day of November, 1961.

Norman O. Nilsen, Commissioner
Oregon Bureau of Labor

By Quintin B. Estell
QUINTIN B. ESTELL
Deputy Commissioner

qbe:cj
Duplicate Originals: Secretary of State
Oregon State Highway Commission
Roy Houck Sons' Corporation
General Insurance Company of America

File #3893

FILED
NOV 29 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 7 1961
FOR FILING

[illegible]

5788

December 5, 1961

Oregon Bureau of Labor
Labor and Industries Building
Salem, Oregon

Attention: Mr. Quintin B. Estell
Asst. Attorney General

Gentlemen:

This is to acknowledge receipt of your letter of November 29 and attached claims of Rolland Higgins, in various amounts, for labor for Dale Clarambeau, subcontractor, for Roy L. Houck Sons' Corporation.

We have received a letter from the Secretary of State, dated November 29, 1961, informing us that these claims have been filed in his office on the following Roy L. Houck Sons' Corporation contracts: Nos. 5478, 5573, 5592, 5627, 5788, 5608, 5795, and 5812.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWM:fp

NOTED ON CARD

NORMAN O. NILSEN
COMMISSIONER

OFFICES
SALEM, OREGON
PORTLAND, OREGON

STATE OF OREGON
BUREAU OF LABOR

OFFICE OF THE COMMISSIONER
LABOR AND INDUSTRIES BUILDING, SALEM 10, OREGON

November 29, 1961

TO THE STATE OF OREGON AND TO THE STATE OF OREGON
BY AND THROUGH THE STATE HIGHWAY COMMISSION:

Notice is hereby given that the undersigned, Norman O. Nilsen, as an assignee, as Commissioner of the Bureau of Labor, has a claim for wages due for labor performed by Rolland Higgins between September 23, 1960, and October 1, 1960, as a laborer for Dale Clarambeau, a subcontractor for Roy L. Houck Sons' Corporation, in the sum of $39.81, together with interest thereon at the rate of 6% per annum from October 1, 1960, until paid, against the bond taken from Roy L. Houck Sons' Corporation and General Insurance Company of America for work of highway construction, grading and structures, of Pacific Highway in Lane County, of that certain section known as Goshen-Coast Fork Willamette River, Oregon State Highway Commission Contract No. 5788, awarded August 30, 1960, for the State of Oregon, by and through the State Highway Commission.

Dated this 29 day of November, 1961.

Norman O. Nilsen, Commissioner
Oregon Bureau of Labor

By Quintin B Estell
QUINTIN B. ESTELL
Deputy Commissioner

qbe:cj
Duplicate Originals: Secretary of State
Oregon State Highway Commission
Roy Houck Sons' Corporation
General Insurance Company of America

RECEIVED
NOV 29 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 5 1961

FOR FILING

I-5-3(14)181

5748

May 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the installation of two gates on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County, Contract No. 5748, in connection with Federal Aid Project No. I-5-3(14)181.

The gates are an obligation of the State in accordance with right-of-way File 31298 and special provisions of the contract. They are to be installed outside of the access control line and to permit access to the frontage road.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encls.

RECEIVED
FEB 3 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5-2(14) 181

5788

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 2, 1961

Mr. Lee Bown, Deputy Supt.
Department of State Police
107 Public Service Building
Salem, Oregon

Dear Mr. Bown:

Effective 8:00 A.M., February 2, 1961, permission was granted for the establishment of a 35 MPH construction speed zone on the Goshen-Coast Fork Section of the Pacific Highway, No. 1, in Lane County, in the following three sections:

From M.P. 134.07 to M.P. 134.27

From M.P. 136.25 to M.P. 136.45

From M.P. 137.75 to M.P. 137.95

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

RDC:pk
bc: G. S. Paxson

RECEIVED
FEB 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Contract 5788

10-12-60

Monthly Transaction No. RECEIVED OCT 1960 Project Report No. FOR FILING	For R-2 (9- 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT**	ate **Oregon** County **Lane** Project No. **I-5-3(14)181**

I-5-3(14)181

5788

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

U.S. 99 Goshen to Coast Fork Willamette River

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6-8-60	8.1
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 538,635	Federal funds $ 494,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
State Highway Engineer
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **October 13, 1960**

USComm-DC 40257

October 12, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Goshen-Coast Fork Willamette River Section, Project No. I-5-3(14)181.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Enc.

September 12, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement and two copies of Quarterly Federal-Aid Expenditure Projection for the Goshen-Coast Fork Willamette River Section, Project No. I-5-3(14)181.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RHC:bb

Federal Aid
Project No. I-5-3(14)181

Oregon State Highway Department

GOSHEN-COAST FORK WILLAMETTE RIVER SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 12, 1960

Type Code 0010
Roadway (Sta. Ls 63+72.15 to Sta. L 447+[illegible].18)(Contract No. 5788)

Clearing and Grubbing	All	Required	$	$ 16,500.00
Drainage Excavation, Unclassified	2,400	cu.yd.	1.50	3,600.00
General Excavation, Unclassified	124,000	cu.yd.	0.26	32,240.00
Embankment in Place	200,000	cu.yd.	0.52	104,000.00
Short Overhaul	464,500	yd.sta.	0.005	2,322.50
Long Overhaul	16,500	C-yd.sta.	0.30	4,950.00
Loading and Placing Topsoil	9,000	cu.yd.	1.00	9,000.00
Finishing Roadbed and Slopes	7.70	mile	500.00	3,850.00
Rounding Cutbanks	6,900	lin.ft.	0.15	1,035.00
72-inch Corrugated Metal Pipe	100	lin.ft.	40.00	4,000.00
6-inch Concrete Pipe	100	lin.ft.	1.15	115.00
12-inch Concrete Pipe	660	lin.ft.	2.70	1,782.00
15-inch Concrete Pipe	2,030	lin.ft.	3.60	7,308.00
18-inch Concrete Pipe	890	lin.ft.	3.85	3,426.50
24-inch Concrete Pipe	590	lin.ft.	5.10	3,009.00
6-inch Perforated Metal Drain Pipe	2,200	lin.ft.	1.10	2,420.00
8-inch Perforated Metal Drain Pipe	2,500	lin.ft.	1.35	3,375.00
Special Backfill in Drains	980	cu.yd.	4.00	3,920.00
Salvaging Culvert Pipe	90	lin.ft.	2.00	180.00
15-inch Culvert End Sections	55	only	30.00	1,650.00
18-inch Culvert End Sections	30	only	35.00	1,050.00
24-inch Culvert End Sections	20	only	50.00	1,000.00
Class "A" Concrete in Box Culverts	320	cu.yd.	56.00	17,920.00
Metal Reinforcement in Box Culverts	55,400	lb.	0.13	7,202.00
Type 2 Fence	880	rod	5.50	4,840.00
Salvage and Reinstall Type 2 Fence	560	rod	5.50	3,080.00
Coarse Crushed Material in Base	260	cu.yd.	2.25	585.00
3/4" - 0 Material in Base	60	cu.yd.	2.50	150.00
Sprinkling	130	M-gal.	2.00	260.00
				$244,770.00
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Adjust Water Line (Extra Work)	All	Required		300.00
Seeding and Mulching	All	Required		5,925.00
Signing (Temporary)	All	Required		1,400.00
Work by Pacific Power and Light Co.	All	Required		11,300.00
	Subtotal			$264,695.00
Less Lump Sum Deduction (76%)				-10,108.00
	Subtotal			$254,587.00
	10% Engr. & Cont.			25,458.00
		Total		$280,045.00

Type Code X021
Camas Swale Bridge #7736A (Sta. Ln 155+13 to Sta. Ln 156+33)(Contract No. 5788)

Shoring, Cribbing, etc.	All Required	$	$ 9,000.00
Structural Excavation	120 cu.yd.	5.00	600.00
Furnish Steel Piling (10" BP 42#)	1,720 lin.ft.	4.50	7,740.00
Drive Steel Piles	40 only	45.00	1,800.00
Splice Steel Piles	20 only	25.00	500.00
Class "A" Concrete (272 cu.yd.)	All Required (50%)		17,500.00
Metal Reinforcement (77,350 lb.)	All Required (50%)		9,000.00
			$ 46,140.00

Type Code X021
Mill Creek Bridge #7738B (Sta. Ln 283+40 to Sta. Ln 283+90)(Contract No. 5788)

Structural Excavation	260 cu.yd.	$5.00	$ 1,300.00
Structural Excavation Below Elevation Shown	5 cu.yd.	20.00	100.00
Class "A" Concrete (131 cu.yd.)	All Required (25%)		8,750.00
Metal Reinforcement (34,100 lb.)	All Required (25%)		4,500.00
8-inch Metal Drain Pipe	50 lin.ft.	4.00	200.00
			$ 14,850.00

Type Code X021
Tunell Mill Race Bridge #7743B (Sta. Ln 418+32 to Sta. Ln 418+82)(Cont. #5788)

Structural Excavation	290 cu.yd.	$5.00	$ 1,450.00
Structural Excavation Below Elevation Shown	5 cu.yd.	20.00	100.00
Class "A" Concrete (134 cu.yd.)	All Required (25%)		8,750.00
Metal Reinforcement (35,000 lb.)	All Required (25%)		4,500.00
8-inch Metal Drain Pipe	40 lin.ft.	4.00	160.00
			$ 14,960.00
	Subtotal 3 Structures		$ 75,950.00
Less Lump Sum Deduction (24%)			-3,193.00
			$ 72,757.00

Type Code X021
Coast Fork Willamette River Bridge (Sta. 442+60 to Sta. 448+23.18)(N.Bound) (Contract No. 5740)

Shoring, Cribbing, etc.	All Required	$	$ 12,000.00
Structural Excavation	860 cu.yd.	5.00	4,300.00
Structural Excavation Below Elevation Shown	50 cu.yd.	18.00	900.00
Furnish Steel Piling (10" BP 42#)	240 lin.ft.	5.25	1,260.00
Drive Steel Piles	8 only	80.00	640.00
Splice Steel Piles	3 only	35.00	105.00

Class "A" Concrete (1,495 cu.yd.)	All Required	$	$ 96,700.00
Metal Reinforcement (372,000 lb.)	All Required		45,100.00
Loose Riprap	140 cu.yd.	6.00	840.00
8-inch Metal Drain Pipe	120 lin.ft.	4.00	480.00
			$162,325.00
	Subtotal		$235,082.00
	10% Engr. & Cont.		23,508.00
	Total		$258,590.00

Length of Roadway - - - - - - - - 7.671 Miles
Length of Roadway - - - - - - - - 0.331 Mile (Exception No Work)
Length of 4 Structures- - - - - 0.148 Mile
Length of 6 Structures- - - - - 0.012 Mile (Exceptions)
Total Length- - - - - - - - - - - 8.162 Miles
Cost of Roadway Per Mile- - - - $36,506.97

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$280,045.00	$257,000.00	$23,045.00
Structures	258,590.00	237,000.00	21,590.00
	$538,635.00	$494,000.00	$44,635.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

GOSHEN-COAST FORK WILLAMETTE RIVER SECTION

PROJECT NO. I-5-3(14)183

Estimated cost of work by the Pacific Power and Light Co.

Labor	$ 3,673.98
Materials	3,496.78
Equipment	411.09
Contingencies	1,107.73
R.O.W.	1,350.00
Salvage Credit	1,356.41 Cr.
	$11,395.99
USE	$11,300.00

Oregon State Highway Department

Federal Aid
Project No. I-5-3(14)181

GOSHEN-COAST FORK WILLAMETTE RIVER SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 1, 1960

Type Code 0010
Roadway (Sta. Ls 83+72.15 to Sta. L 447+88.18)

Clearing and Grubbing	All	Required		$ 7,500.00
Drainage Excavation, Unclassified	2,400	cu.yds.	$ 2.50	6,000.00
General Excavation, Unclassified	124,000	cu.yds.	0.28	34,720.00
Embankment in Place	200,000	cu.yds.	0.50	100,000.00
Short Overhaul	464,500	yd.sta.	0.0075	3,483.75
Long Overhaul	16,500	C-yd. sta.	0.35	5,775.00
Loading and Placing Topsoil	9,000	cu.yds.	1.15	10,350.00
Finishing Roadbed and Slopes	7.70	miles	1,000.00	7,700.00
Rounding Cutbanks	6,900	lin.ft.	0.15	1,035.00
72 Inch Corrugated Metal Pipe	100	lin.ft.	36.00	3,600.00
6 Inch Concrete Pipe	100	lin.ft.	1.00	100.00
12 Inch Concrete Pipe	660	lin.ft.	2.50	1,650.00
15 Inch Concrete Pipe	2,030	lin.ft.	3.75	7,612.50
18 Inch Concrete Pipe	890	lin.ft.	4.50	4,005.00
24 Inch Concrete Pipe	590	lin.ft.	6.00	3,540.00
6 Inch Perforated Metal Drain Pipe	2,200	lin.ft.	2.00	4,400.00
8 Inch Perforated Metal Drain Pipe	2,500	lin.ft.	2.50	6,250.00
Special Backfill in Drains	980	cu.yds.	6.00	5,880.00
Salvaging Culvert Pipe	90	lin.ft.	2.50	225.00
15 Inch Culvert End Sections	55	only	35.00	1,925.00
18 Inch Culvert End Sections	30	only	45.00	1,350.00
24 inch Culvert End Sections	20	only	60.00	1,200.00
Class "A" Concrete in Box Culverts	320	cu.yds.	50.00	16,000.00
Metal Reinforcement in Box Culverts	55,400	lbs.	0.14	7,756.00
Type 2 Fence	880	rods	5.50	4,840.00
Salvage and Reinstall Type 2 Fence	560	rods	2.65	1,484.00
Coarse Crushed Material in Base	260	cu.yds.	2.75	715.00
3/4" - 0 Material in Base	60	cu.yds.	3.00	180.00
Sprinkling	130	M-gal.	3.00	390.00
				$249,666.25
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Adjust Water Line (Extra Work)	All	Required		300.00
Seeding and Mulching	All	Required		5,925.00
Signing (Temp.)	All	Required		1,400.00
Work by Pacific Power and Light Co.	All	Required		33,500.00
			Subtotal	$291,791.25
			10% Engr. & Cont.	29,178.75
			Total	$320,970.00

Type Code X021
Camas Swale Bridge No. 7736-A (Sta. In 155+13 to Sta. In 156+33)

Shoring, Cribbing, Etc.	All Required		$ 2,000.00
Structural Excavation	120 cu.yds.	$6.00	720.00
Furnish Steel Piling (10" BP 42#)	1,720 lin.ft.	5.00	8,600.00
Drive Steel Piles	40 only	65.00	2,600.00
Splice Steel Piles	20 only	35.00	700.00
Class "A" Concrete (275 cu. yds. @ $68.00)	All Required		18,700.00
Metal Reinforcement (77,300 lbs. @ $0.13)	All Required		10,049.00
			$ 43,369.00

Type Code X021
Hill Creek Bridge No. 7738-B (Sta. In 283+40 to Sta. In 283+90)

Structural Excavation	260 cu.yds.	$6.00	$ 1,560.00
Structural Excavation Below Elevation Shown	5 cu.yds.	10.00	50.00
Class "A" Concrete (135 cu. yds. @ $68.00)	All Required		9,180.00
Metal Reinforcement (34,100 lbs. @ $0.13)	All Required		4,433.00
8 Inch Metal Drain Pipe	50 lin.ft.	4.00	200.00
			$ 15,423.00

Type Code X021
Tunall Mill Race Bridge No. 7743-B (Sta. In 418+32 to Sta. In 418+82)

Structural Excavation	290 cu.yds.	$6.00	$ 1,740.00
Structural Excavation Below Elevation Shown	5 cu.yds.	10.00	50.00
Class "A" Concrete (135 cu. yds. @ $68.00)	All Required		9,180.00
Metal Reinforcement (35,000 lbs. @ $0.13)	All Required		4,550.00
8 Inch Metal Drain Pipe	40 lin.ft.	4.00	160.00
			$ 15,680.00

Type Code X021
Coast Fork Willamette River Bridge (Sta. 442+60 to Sta. 448+23.18)(N. Bound)

Shoring, Cribbing, Etc.	All Required		$ 12,000.00
Structural Excavation	860 cu.yds.	$6.00	5,160.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Furnish Steel Piling (10" BP 42#)	240 lin.ft.	5.00	1,200.00
Drive Steel Piles	8 only	100.00	800.00
Splice Steel Piles	3 only	45.00	135.00
Class "A" Concrete (1,495 cu. yds. @ $68.00)	All Required		101,660.00
Metal Reinforcement (372,000 lbs. @ $0.125)	All Required		46,500.00

Loose Riprap	140 cu.yds.	$3.50	$ 490.00
8-inch Metal Drain Pipe	120 lin.ft.	4.00	480.00
			$168,925.00
	Subtotal		$243,397.00
	10% Engr. & Cont.		24,339.00
	Total		$267,736.00

Length of Roadway - - - - - -	7.671 Miles
Length of Roadway - - - - - -	0.331 Mile (Exception No Work)
Length of 4 Structures- - - -	0.148 Mile
Length of 6 Structures- - - -	0.012 Mile (Exceptions)
Total Length- - - - - - - - -	8.162 Miles
Cost of Roadway Per Mile- - -	$41,842.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$320,970.00	$295,000.00	$25,970.00
Structures	267,736.00	246,000.00	21,736.00
	$588,706.00	$541,000.00	$47,706.00

Oregon State Highway Department

Federal Aid
Project No. I-5-3(14)181

GOSHEN-COAST FORK WILLAMETTE RIVER SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 28, 1960

Type Code 0010
Roadway (Sta. Ls 83+72.15 to Sta. L 447+88.18)

Clearing and Grubbing	All	Required		$ 7,500.00
Drainage Excavation, Unclassified	2,400	cu.yds.	$ 2.50	6,000.00
General Excavation, Unclassified	124,000	cu.yds.	0.28	34,720.00
Embankment in Place	200,000	cu.yds.	0.50	100,000.00
Short Overhaul	464,500	yd.stas.	0.0075	3,483.75
Long Overhaul	16,500	C-yd.stas.	0.35	5,775.00
Loading and Placing Topsoil	9,000	cu.yds.	1.15	10,350.00
Finishing Roadbed and Slopes	7.70	miles	1,000.00	7,700.00
Rounding Cutbanks	6,900	lin.ft.	0.15	1,035.00
72-inch Corrugated Metal Pipe	100	lin.ft.	36.00	3,600.00
6-inch Concrete Pipe	100	lin.ft.	1.00	100.00
12-inch Concrete Pipe	660	lin.ft.	2.50	1,650.00
15-inch Concrete Pipe	2,030	lin.ft.	3.75	7,612.50
18-inch Concrete Pipe	890	lin.ft.	4.50	4,005.00
24-inch Concrete Pipe	590	lin.ft.	6.00	3,540.00
6-inch Perforated Metal Drain Pipe	2,200	lin.ft.	2.00	4,400.00
8-inch Perforated Metal Drain Pipe	2,500	lin.ft.	2.50	6,250.00
Special Backfill in Drains	980	cu.yds.	6.00	5,880.00
Salvaging Culvert Pipe	90	lin.ft.	2.50	225.00
15-inch Culvert End Sections	55	only	35.00	1,925.00
18-inch Culvert End Sections	30	only	45.00	1,350.00
24-inch Culvert End Sections	20	only	60.00	1,200.00
Class "A" Concrete in Box Culverts	320	cu.yds.	50.00	16,000.00
Metal Reinforcement in Box Culverts	55,400	lbs.	0.14	7,756.00
Type 2 Fence	880	rods	5.50	4,840.00
Salvage and Reinstall Type 2 Fence	560	rods	2.65	1,484.00
Coarse Crushed Material in Base	260	cu.yds.	2.75	715.00
3/4" - 0 Material in Base	60	cu.yds.	3.00	180.00
Sprinkling	130	M-gals.	3.00	390.00
				$249,666.25
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Adjust Water Line (Extra Work)	All	Required		300.00
Seeding and Mulching	All	Required		5,925.00
Signing (Temporary	All	Required		1,400.00
Work by Pacific Power and Light Co.	All	Required		33,500.00
	Subtotal			$291,791.25
	10% Engr. & Cont.			29,178.75
		Total		$320,970.00

Type Code X021
Camas Swale Bridge #7736-A (Sta. Ln 155+13 to Sta. Ln 156+33)

Shoring, Cribbing, etc.	All	Required		$ 2,000.00
Structural Excavation	120	cu.yds.	$ 6.00	720.00
Furnish Steel Piling (10" BP 42#)	1,720	lin.ft.	5.00	8,600.00
Drive Steel Piles	40	only	65.00	2,600.00
Splice Steel Piles	20	only	35.00	700.00
Class "A" Concrete (275 cu.yds. at $68.00)	All	Required		18,700.00
Metal Reinforcement (77,300 lbs. at $0.13)	All	Required		10,049.00
				$ 43,369.00

Type Code X021
Mill Creek Bridge #7738-B (Sta. Ln 283+40 to Sta. Ln 283+90)

Structural Excavation	260	cu.yds.	$ 6.00	$ 1,560.00
Structural Excavation Below Elevation Shown	5	cu.yds.	10.00	50.00
Class "A" Concrete (135 cu.yds. at $68.00)	All	Required		9,180.00
Metal Reinforcement (34,100 lbs. at $0.13)	All	Required		4,433.00
8-inch Metal Drain Pipe	50	lin.ft.	4.00	200.00
				$ 15,423.00

Type Code X021
Tunell Mill Race Bridge #7743-B (Sta. Ln 418+32 to Sta. Ln 418+82)

Structural Excavation	290	cu.yds.	$ 6.00	$ 1,740.00
Structural Excavation Below Elevation Shown	5	cu.yds.	10.00	50.00
Class "A" Concrete (135 cu.yds. at $68.00)	All	Required		9,180.00
Metal Reinforcement (35,000 lbs. at $0.13)	All	Required		4,550.00
8-inch Metal Drain Pipe	40	lin.ft.	4.00	160.00
				$ 15,680.00

Type Code X021
Coast Fork Willamette River Bridge (Sta. 442+60 to Sta. 448+23.18)(N. Bound)
(Contract No. 5740)

Shoring, Cribbing, etc.	All	Required		$ 12,000.00
Structural Excavation	860	cu.yds.	$ 5.00	4,300.00
Structural Excavation Below Elevation Shown	50	cu.yds.	18.00	900.00
Furnish Steel Piling (10" BP 42#)	240	lin.ft.	5.25	1,260.00
Drive Steel Piles	8	only	80.00	640.00
Splice Steel Piles	3	only	35.00	105.00
Class "A" Concrete (1,495 cu.yds.)	All	Required		96,700.00
Metal Reinforcement (372,000 lbs.)	All	Required		45,100.00
Loose Riprap	140	cu.yds.	6.00	840.00
8-inch Metal Drain Pipe	120	lin.ft.	4.00	480.00
				$162,325.00

Subtotal	$236,797.00
10% Engr. & Cont.	23,679.00
Total	$260,476.00

Length of Roadway - - - - - - - - - - - 7.671 Miles
Length of Roadway - - - - - - - - - - - 0.331 Mile (Exception No Work)
Length of 4 Structures- - - - - - - - - 0.148 Mile
Length of 6 Structures- - - - - - - - - 0.012 Mile (Exception)
Total Length- - - - - - - - - - - - - - 8.162 Miles
Cost of Roadway Per Mile- - - - - - - $41,842.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$320,970.00	$295,000.00	$ 25,970.00
Structures	260,476.00	239,000.00	21,476.00
	$581,446.00	$534,000.00	$ 47,446.00

Federal Aid
Project No. I-5-3(14)181

Oregon State Highway Department

GOSHEN-COAST FORK WILLAMETTE RIVER SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 5, 1960

Type Code 0010
Roadway (Sta. Ls 83+72.15 to Sta. L 447+88.18)

Clearing and Grubbing	All	Required		$ 13,000.00
Drainage Excavation, Unclassified	2,400	cu.yds.	$ 2.50	6,000.00
General Excavation, Unclassified	124,000	cu.yds.	0.35	43,400.00
Embankment in Place	200,000	cu.yds.	0.65	130,000.00
Short Overhaul	464,500	yd.stas.	0.01	4,645.00
Long Overhaul	16,500	C-yd.stas.	0.40	6,600.00
Loading and Placing Topsoil	9,000	cu.yds.	1.25	11,250.00
Finishing Roadbed and Slopes	7.70	miles	1,000.00	7,700.00
Rounding Cutbanks	6,900	lin.ft.	0.15	1,035.00
72-inch Corrugated Metal Pipe	100	lin.ft.	40.00	4,000.00
6-inch Concrete Pipe	100	lin.ft.	1.50	150.00
12-inch Concrete Pipe	660	lin.ft.	2.50	1,650.00
15-inch Concrete Pipe	2,030	lin.ft.	3.75	7,612.50
18-inch Concrete Pipe	890	lin.ft.	4.50	4,005.00
24-inch Concrete Pipe	590	lin.ft.	6.00	3,540.00
6-inch Perforated Metal Drain Pipe	2,200	lin.ft.	2.00	4,400.00
8-inch Perforated Metal Drain Pipe	2,500	lin.ft.	2.50	6,250.00
Special Backfill in Drains	980	cu.yds.	6.00	5,880.00
Salvaging Culvert Pipe	90	lin.ft.	2.50	225.00
15-inch Culvert End Sections	55	only	40.00	2,200.00
18-inch Culvert End Sections	30	only	45.00	1,350.00
24-inch Culvert End Sections	20	only	65.00	1,300.00
Class "A" Concrete in Box Culverts	320	cu.yds.	56.00	17,920.00
Metal Reinforcement in Box Culverts	55,400	lbs.	0.14	7,756.00
Type 2 Fence	880	rods	6.00	5,280.00
Salvage and Reinstall Type 2 Fence	560	rods	5.00	2,800.00
Coarse Crushed Material in Base	260	cu.yds.	3.50	910.00
3/4" - 0 Material in Base	60	cu.yds.	4.00	240.00
Sprinkling	130	M-gals.	3.50	455.00
				$301,553.50
Adjust Water Line (Extra Work)	All	Required		300.00
Seeding and Mulching	All	Required		5,925.00

Signing (Temp.)	All Required		$ 1,400.00
Work by Pacific Power & Light Co.	All Required		33,500.00
	Subtotal		$346,678.50
	10% Engr. & Cont.		34,667.50
	Total		$381,346.00

Type Code X021
Camas Swale Bridge No. 7736-A (Sta. Ln 155+13 to Sta. Ln 156+33)

Shoring, Cribbing, Etc.	All Required		$ 5,000.00
Structural Excavation	120 cu.yds.	$ 6.00	720.00
Furnish Steel Piling (10" BP 42#)	1,720 lin.ft.	5.00	8,600.00
Drive Steel Piles	40 only	65.00	2,600.00
Splice Steel Piles	20 only	35.00	700.00
Class "A" Concrete (275 cu.yds. at $68.00)	All Required		18,700.00
Metal Reinforcement (77,300 lbs. at $0.13)	All Required		10,049.00
			$ 46,369.00

Type Code X021
Mill Creek Bridge No. 7738-B (Sta. Ln 283+40 to Sta. Ln 283+90)

Structural Excavation	260 cu.yds.	$ 6.00	$ 1,560.00
Structural Excavation Below Elevation Shown	5 cu.yds.	10.00	50.00
Class "A" Concrete (135 cu.yds. at $68.00)	All Required		9,180.00
Metal Reinforcement (34,100 lbs. at $0.13)	All Required		4,433.00
8-inch Metal Drain Pipe	50 lin.ft.	4.00	200.00
			$ 15,423.00

Type Code X021
Tunall Mill Race Bridge No. 7743-B (Sta. Ln 418+32 to Sta. Ln 418+82)

Structural Excavation	290 cu.yds.	$ 6.00	$ 1,740.00
Structural Excavation Below Elevation Shown	5 cu.yds.	10.00	50.00
Class "A" Concrete (135 cu.yds. at $68.00)	All Required		9,180.00
Metal Reinforcement (35,000 lbs. at	All Required		4,550.00
8-inch Metal Drain Pipe	40 lin.ft.	4.00	160.00
			$ 15,680.00

Type Code X021
Coast Fork Willamette River Bridge (Sta. 442+60 to Sta. 448+23.18)(N. Bound)
(Contract No. 5740)

Shoring, Cribbing, Etc.	All Required		$12,000.00
Structural Excavation	860 cu.yds.	$ 5.00	4,300.00
Structural Excavation Below Elevation Shown	50 cu.yds.	18.00	900.00
Furnish Steel Piling (10" HP 42#)	240 lin.ft.	5.25	1,260.00
Drive Steel Piles	8 only	80.00	640.00
Splice Steel Piles	3 only	35.00	105.00
Class "A" Concrete (1,495 cu.yds.)	All Required		96,700.00
Metal Reinforcement (372,000 lbs.)	All Required		45,100.00
Loose Riprap	140 cu.yds.	6.00	840.00
8-inch Metal Drain Pipe	120 lin.ft.	4.00	480.00
			$162,325.00
	Subtotal		$239,797.00
	10% Engr. & Cont.		23,979.00
	Total		$263,776.00

Length of Roadway	7.671 Miles
Length of Roadway	0.331 Mile (Exception No Work)
Length of 4 Structures.	0.148 Mile
Length of 6 Structures.	0.012 Miles(Exception)
Total Length	8.162 Miles
Cost of Roadway Per Miles	$49,712.68

SUMMARY OF FUNDS

Description	Total CostA	Federal Funds	State Funds
Roadway	$381,346.00	$345,000.00	$36,346.00
Structures	263,776.00	240,000.00	23,776.00
	$645,122.00	$585,000.00	$60,122.00

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Goshen-Coast Fork Willamette River Sec.
Pacific Highway, Lane County
Project No. I-5-3(14)181

Dear Sir:

Herewith are the following data in connection with adjusting the power lines of the Pacific Power and Light Company on the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for adjusting portions of its lines.
2. Two copies of the Company's estimates for costs of adjusting transmission and distribution lines.
3. Two copies of sketches prepared by the Company covering the line adjustments.

Your approval of the agreement between the State and Company and authorization to proceed with the work as of this date are requested.

Some of the poles are in the construction area and verbal notice of approval at the earliest possible date is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RECEIVED
OCT 5 - 1960
FOR FILING

1-5-3(14)181

5788

October 5, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering adjusting existing water lines on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County, Contract No. 5788, in connection with Federal Aid Project No. I-5-3(14)181.

This work is noted in the special provisions of the contract and in the plans as extra work. Funds were included in the project authorization. It has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Willaims
State Highway Engineer

By JAH

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
SEP 1960
FOR FILING

September 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering removal of unsuitable material on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County, Contract No. 5788, in connection with Federal Aid Project No. I-5-3(14)181.

Soft and unstable materials are being found in embankment foundation areas. Removal of the materials is necessary to provide a stable foundation for the embankment. The materials to be removed are not suitable for use as embankment and will be wasted.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Enc.

RECEIVED
SEP 23 1960
FOR FILING

I-5-3(14)181
5788

September 23, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County, Contract No. 5788, in connection with Federal Aid Project No. I-5-3(14)181.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

FORM 2-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
SEP 20 1960
FOR FILING
3 (14) 181
5788

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 19, 1960

Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5788, awarded August 30, 1960, for grading-structures on the Goshen-Coast Fork Willamette River Section of Pacific Highway in Lane County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

RECEIVED
[illegible]
FOR FILING

I-5-3(14)
181
5788

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

September 13, 1960

Attention: Mr. R. L. Porter

G. G. Polk, Division Engineer
Salem, Oregon

By:
D. M. Emrich
District Engineer

Utility adjustment
Pacific Power and Light Co.
Goshen-Coast Fork Willamette River Section
Pacific Highway
Project I-5-3(14)181

Reference is made to your letter of September 9, 1960.

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated June 22, 1960 and September 2, 1960, regarding the referenced adjustment.

Authorization to proceed with the work is granted as of September 9, 1960. Approval is subject to the provisions of PPM 30-4.

Porter

RECEIVED
SEP -6 1960
FOR FILING

I 5 3 (14) 161

5788

September 6, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 23, 1960, on Contract No. 5788, Goshen-Coast Fork Willamette River Section, in Lane County, in connection with Federal Aid Project No. I-5-3(14)181.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

RECEIVED
1960
FOR FILING

I-5-3(14)181
5788

UNITED STATES G ERNMENT

Memorandum

U.S. DE RTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: August 30, 1960

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon Project I-5-3(14)181, Goshen-Coast Fork Willamette River Section

As requested in Mr. Hardie's letter of today regarding Oregon Project I-5-3(14)181, Goshen-Coast Fork Willamette River Section of the Pacific Highway, we hereby concur, as of this date, in award of contract No. 5788 to Roy L. Houck Sons' Corporation of Salem, Oregon, low bidder in the amount of $320,720.00 at the August 16, 1960 bid opening.

This action was taken following receipt of your letter of today and that of Roy L. Houck Sons' Corporation, dated August 29, 1960, in which it was agreed that his bid of $320,720.00 be reduced by $13,301.00, the amount of his bid bond for the low bid which he submitted on the same project at the June 30, 1960 letting and on the basis of which bid, he refused to accept award of contract.

Sorted

RECEIVED
1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 30 1960
FOR FILING

I-5-3(14)181

5785

August 30, 1960

Mr. C. O. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and three bridges on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County, Project No. I-5-3(14)181, to Roy L. Houck Sons' Corporation on the basis of the bid of $320,720.00 submitted on August 16, 1960.

Roy L. Houck Sons' Corporation bidder's bond in the amount $13,301.00 on this same project at a previous contract letting (Contract No. 5739) is to be deducted from the above bid amount of $320,720.00 making $307,419.00 the net amount of this contract.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

JAH:bb

3d-2

RECEIVED
FOR FILING
1-5-3
(14) 181
5788

FORM E-122-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 30, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is to your letter of August 16 concerning award of contract for Project I-5-3(14)181, for which Roy L. Houck submitted a low bid of $320,720 on August 16. You asked, had the contractor agreed to forfeit the bond on his first bid and also would the bid bond so forfeited be used as a deduction from the total cost of the second contract.

We have a letter from Roy Houck under date of August 29, a copy of which is enclosed, in which he agrees to reduce the amount of his second bid in the amount of $13,301, which is the amount of his bid bond based on his first bid. The contract is being prepared with a reduction in the total bid in the amount of $13,301, which will be deducted either from his final estimate or the retained percentage on the completion of the job. I respectfully request your immediate concurrence in the award of the contract.

Very truly yours,

ORIGINAL SIGNED
W. C. WILLIAMS

W. C. Williams
State Highway Engineer

WCW:me

Enclosure

cc Mr. R. L. Porter

Query to note

FAP-S-1(9) Tillamook River Bridge 1960
Sec., Netarts Hwy.
#5789

C4A
2257
7.25.6

RECEIVED
JUL 19 1962
FOR FILING

5-1 (9)

5789

July 19, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5789, awarded to A. L. Harding, Inc., for grading the Tillamook River Bridge Section of the Netarts Secondary Highway in Tillamook County.

This contract was completed on June 13, 1961, and was accepted by the Highway Commission on June 27, 1961. Final payment in the amount of $5,327.24 will be released to the contractor on or after July 26, 1962. The total contract amount is $73,989.36, of which amount $4,647.82 represents force account items.

You have been previously notified that a claim has been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: A. L. Harding, Inc.,
P. O. Box 708
Stayton
Oregon

RECEIVED
JUN 13 1962

FOR FILING

1(9)

5799

June 12, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 3, covering settlement of claims on the Tillamook River Bridge Section of the Netarts Highway in Tillamook County, Contract No. 5799, in connection with Federal-Aid Project No. S-1(9).

This price agreement is being submitted to settle claim for quantity underrun in borrow area material. The original estimate was for 111,000 cubic yards. Actual quantity paid on final estimate was 73,367.4 cubic yards.

This has been discussed with the BPR and has been verbally recommended for approval by Area Engineer, Hossner.

Very truly yours,

G. S. Paxson
Deputy State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
Enc.

FORM E-123X 100M 4-59

RECEIVED
1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5789

May 4, 1962

Mr. Wilbur K. Wilson
Attorney at Law
506 Executive Building
Portland 4, Oregon

Re: Contract No. 5789
Tillamook River Bridge Section

Dear Mr. Wilson:

We have thoroughly reviewed your April 12, 1962, presentation on behalf of your client, A.L. Harding, Inc. This review included an analysis of the entire situation by our Legal Staff who inform me that it is their opinion that there is not sufficient legal basis for allowance of the claim. Please see Article 1.7.23 of the Standard Specifications form which is applicable.

In early November, 1961, we forwarded to Mr. Harding Price Agreement number 3 in the amount of $5,655.42 to cover settlement of all claims on this project. If you will execute this instrument and forward it to Resident Engineer Bond, we will still recommend its approval to higher authority. If you do not intend to execute this Agreement, please advise so that we can cancel it and close our books on the project.

Very truly yours,

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
cc: L. I. Lindas
R. L. Porter (with cc of Johansen's letter)
J. D. Walker (with cc of Johansen's letter)

RECEIVED
MAY 4 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 7-60 [illegible]

CONSTRUCTION DIVISION
RECEIVED
MAY 4 1962
☐ ☐ ☐ ☐ ☐
COE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1962

SUBJECT: Tillamook River Bridge Section
Contract No. 5789
Claim by A. L. Harding, Inc.

To: Mr. F. D. Morgan
Construction Engineer
Office

Attention F. B. Klaboe

As requested by your inter-department letter dated April 23, 1962, we have studied the material regarding this claim which you forwarded to us, with particular attention to the letter of April 12 from Mr. Wilbur K. Wilson, attorney for the contractor.

We do not concur in the views expressed by Mr. Wilson, and believe that his conclusions are incorrect, for the reasons set forth below.

Mr. Wilson urges that by reason of a mutual mistake of fact at the time Price Agreement No. 2 was negotiated, both parties believing that payment would be on the basis of full truck measure, the riprap furnished under the Price Agreement should be paid for on the basis of reasonable value rather than according to the contract terms.

You have advised us that it is probable that the Resident, as well as Mr. Harding, was indeed under the impression that payment would be on the basis of full truck measure. Thus, it appears that there was a mutual mistake (assuming that the Resident had full authority to bind the Highway Department in negotiating the Price Agreement). This mistake related to the rights and obligations of the parties, due to a misapprehension of the effect of the terms of the original contract and/or the Price Agreement. It appears that, accurately speaking, this would be a mistake of law rather than of fact.

However, it is held that when a contract is entered into under a mutual mistake of the parties, the contract is subject to reformation at the suit of either, whether the mistake was of law or of fact. Lytle vs. Hulen, 128 Or. 483, 499, 277 P. 45 (1929).

Thus, Mr. Wilson's claim of mistake might be of considerable merit, if his further claim that the Price Agreement constituted a separate independent contract was also correct. However, the Price Agreement, it is believed, is clearly no more than a modification of the original contract. The Price Agreement expressly relates to "extra work or extra material to be performed or furnished under the contract above referred to. . . ." The Price Agreement further provides that except as therein otherwise provided, ". . . the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract. . . ."

It is held that when an agreement is changed by mutual consent of the parties, as was done here, the result is a new agreement consisting of the new terms and as much of the old agreement as the parties have agreed should remain unchanged, the new agreement superseding the original to the extent that the two would be unable to stand together. Marnon vs. Vaughan Motor Co., 184 Or. 103, 157, 194 P.2d 992 (1948). So far as the present dispute is concerned, then, the parties are governed by the terms of the Price Agreement, and all consistent terms of the original contract.

As mentioned by Mr. Wilson, the Price Agreement contains a provision that "payment to be per cut yard delivered to job and placed by dozer." This provision appears to be entirely consistent with Section 2.47.5 of the Standard Specifications, providing in part that:

> "For all classes of riprap other than 'concrete slab riprap,' measurement and payment will be made on the cubic yard basis, the pay quantity to be the number of cubic yards of respective class of riprap in place in the completed work as determined by the engineer. . . ."

The term "delivered to job and placed by dozer," used in the Price Agreement, appears to have a meaning substantially identical to "in place in the completed work" as used in Section 2.47.5.

Since the provisions of the Price Agreement as to determining pay quantities are not contrary to Section 2.47.5, it appears that the basis of measure upon which payment had been made or tendered is correct, as provided in the subsequent portion of Section 2.47.5:

> "Where measurement in place of 'loose riprap' is impracticable, volume shall be determined by loose measure in the hauling vehicles on the basis that the 'in place' pay quantity is 70% of the loose measure quantity."

It is assumed, of course, that physical "in place" measurement was impracticable, since such measurement was not attempted and since payment was made on the basis of 70% of the loose volume in the hauling vehicles.

With respect to the contention set forth in the earlier correspondence from Mr. Walter H. Bell, the contractor's former attorney, that the Resident Engineer issued tickets for quantities of riprap based on full truck measure, we believe that Section 1.7.23 of the Standard Specifications is applicable, in providing that:

> "The State shall not be precluded or estopped by any measurement, estimate, or certificate made either before or after the completion and acceptance of the work and payment therefor from showing the true amount and character of the work performed and materials furnished by the contractor, or from showing that any such measurement, estimate, or certificate is untrue or incorrectly made, or that the work or materials do not conform in fact to the contract."

In conclusion, it appears that the contractor has been fully paid in accordance with the terms of his contract, as modified by Price Agreement No. 2, and that there is insufficient legal basis for allowance of this claim.

Alan H. Johansen
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: L. I. Lindas

FORM E-123-X 50M 6-61

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5789

Mr. Walter M. Bell
Bell & Gehlen
Attorneys-at-Law
Stayton, Oregon

Re: A. L. Harding, Inc.
P. O. Box 708 - Stayton, Oregon
Claims
Tillamook River Bridge Section
Contract No. 5789

Dear Mr. Bell:

Your letter of January 30, 1962, asks for extra compensation in the amount of $1,059.00 for truck haul on 1,059 yards of riprap, an amount you determined to be over and above the original contract amount.

Your calculations use full truck measure count and you state that you had no way of knowing this would not be the basis of payment.

We must deny this claim forthe same reason as stated in our denial of your previous claim for full truck measure, and again call your attention to Article 1.3.3 of the General Provisions which urges examination of the plans and specifications by the contractor and to Article 2.47.5 of the Provisions which provides for the method of determining pay quantities of loose riprap.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

GLD:bjh
cc: G. S. Paxson
R. L. Porter
L. H. Young
J. D. Walker

RECEIVED
MAR 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1962

FOR FILING

NPPGW-8

5789

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

4 January 1962

State Highway Department
State of Oregon
Salem 10, Oregon

ATTENTION: Mr. G. S. Paxson, Deputy State Highway Engineer

Gentlemen:

Reference is made to your letter dated 27 December 1961 inclosing five sets of three prints each, showing the bridge approach embankment crossing the levee in Stillwell Drainage District near Tillamook, Oregon, which were submitted for approval by this office.

Mr. Warren A. McMinimee, Secretary of the district, advised my office that pending arrangement for access to the levee no further action should be taken to approve the drawings.

In view of the above request, no further action will be taken until the matter has been resolved with the officials of Stillwell Drainage District.

Sincerely yours,

NOTED
G. S. P.

NOTED
P. M. STEPHENSON

Sterling K. Eisiminger
STERLING K. EISIMINGER
Colonel, Corps of Engineers
District Engineer

RECEIVED
JAN 5 1962
OREGON
STATE HIGHWAY COMMISSION

1-16-62 Our letter of Jan. 2 crossed in mail. Verne Jones says hold until they hear from District
wht

RECEIVED
JAN 3 1962
FOR FILING

5789

January 2, 1962

The District Engineer
U.S. Army Engineering District, Portland
628 Pittock Block
Portland 5, Oregon

Attention Mr. Cover

Dear Sir:

Re: Dike Crossing by
Netarts Highway
Tillamook County

On December 27 I forwarded to you plans of the embankment crossing over the Stillwell Dike along the Tillamook River in Tillamook County. These plans had received the approval of the Stillwell Drainage District. I later received word that your office was questioning the access to the dike after completion of our highway work.

Attached are two prints from Sheet No. 3 of the plans for the highway work and on which are marked the points of access which will be provided to the Stillwell Dike. The portion of the dike to the north will be served by a service road leading along the counterbalance to our highway embankment. The portions of the dike to the south will have access at the point "B" as shown on the plans and from the new road at Point "C". These access points will give better access to the dike than is now available.

Very truly yours,

Forrest Cooper
State Highway Engineer

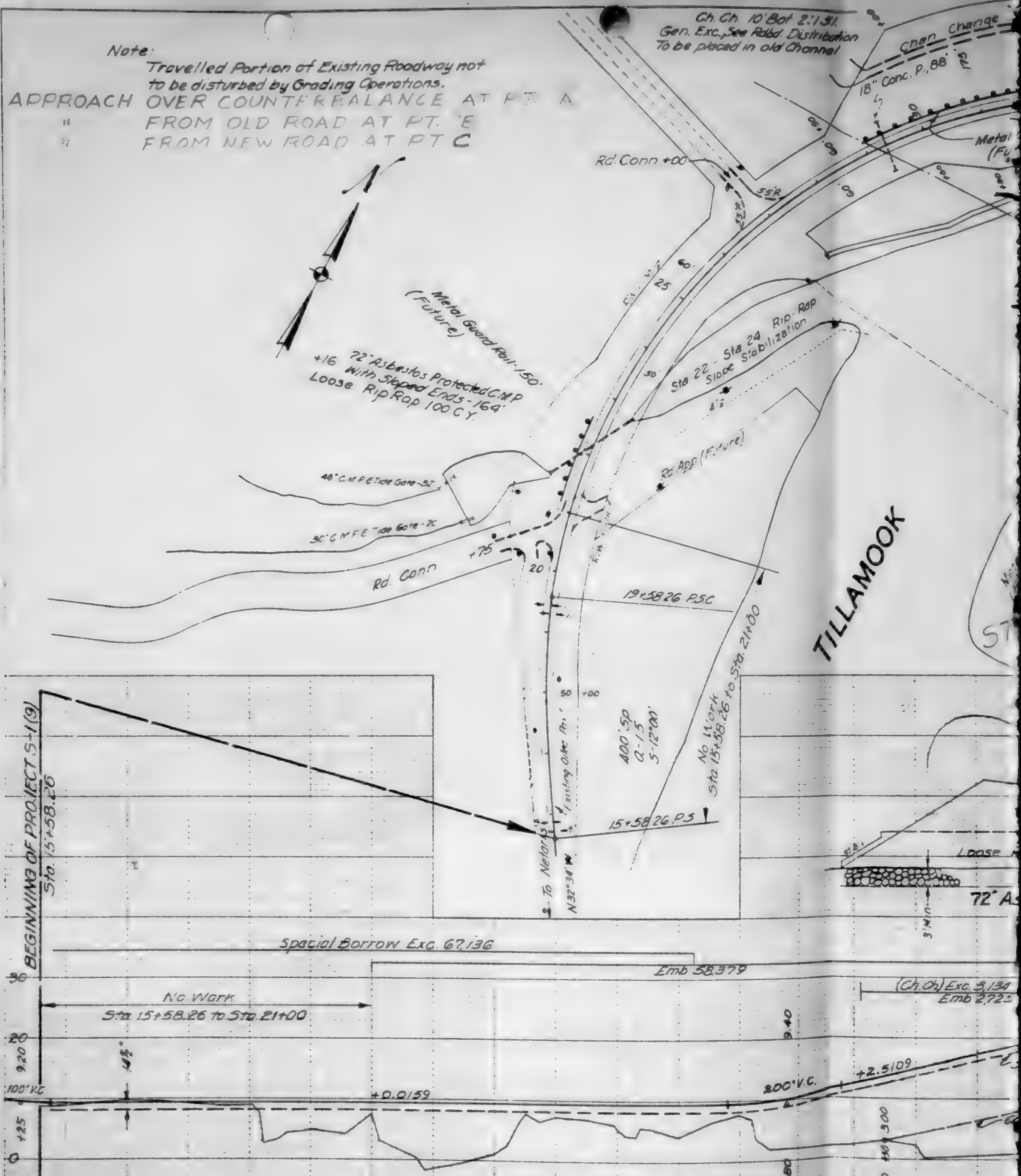
By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
attach.
cc Mr. ForrestCooper
Mr. J. D. Walker

Note:
Travelled Portion of Existing Roadway not to be disturbed by Grading Operations.

APPROACH OVER COUNTERBALANCE AT PT. A
" FROM OLD ROAD AT PT. E
" FROM NEW ROAD AT PT. C



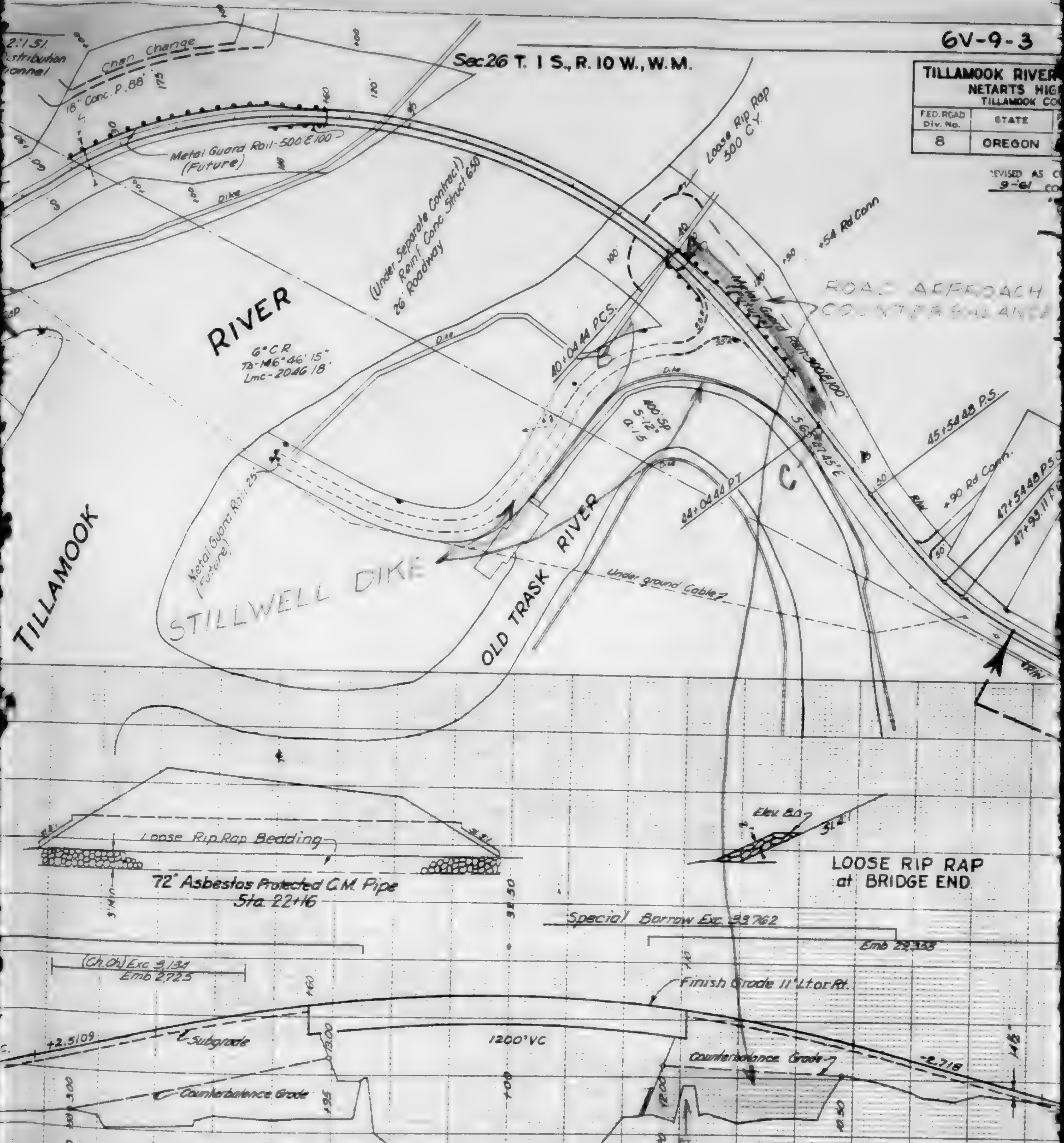
Ch. Ch. 10' Bot 2:1 Sl.
Gen. Exc., See Rdbd. Distribution
To be placed in old Channel
Chan. Change
18" Conc. P., 88'
Metal (Fu
Rd. Conn +00
55'R.
25
Metal Guard Rail-150'
(Future)
+16 72" Asbestos Protected C.M.P.
With Sloped Ends-164'
Loose Rip Rap 100 C.Y.
Sta. 22 - Sta. 24 Rip-Rap
Slope Stabilization
Rd. App. (Future)
48" C.M.P. & Tide Gate-52'
30" C.M.P. & Tide Gate-20'
Rd. Conn
+75
20
19+58.26 P.S.C.
TILLAMOOK
50 +00
400' Sp
Δ-15°
S-12°00'
No Work
Sta. 15+58.26 to Sta. 21+00
Existing Oiled Rd.
15+58.26 P.S.
To Netarts
N32°34'W
BEGINNING OF PROJECT S-1(9)
Sta. 15+58.26
Loose R
72" As
3' Min.
Special Borrow Exc. 67,136
Emb. 58,379
(Ch. Ch.) Exc. 3,134
Emb. 2,72
No Work
Sta. 15+58.26 to Sta. 21+00
30
20
10
0
9.20
100' V.C.
+0.0159
200' V.C.
+2.5109
9.40
+1.25
4.80
3.00
0.700
Ch. Ch. Grade
15
20
25
30

6V-9-3

TILLAMOOK RIVER
NETARTS HIG
TILLAMOOK CO

FED. ROAD Div. No.	STATE
8	OREGON

REVISED AS C
9-'61 CO


Sec 26 T. 1 S., R. 10 W., W.M.
2:1 Sl.
Distribution
Channel
Chan. Change
18" Conc. P. 88'
Metal Guard Rail - 500' E 100
(Future)
Dike
Loose Rip Rap
500 C.Y.
(Under Separate Contract)
Reinf. Conc. Struct. 650'
26' Roadway
+54 Rd. Conn.
+90
Metal Guard Rail - 300' E 100'
(Future)
ROAD APPROACH
COUNTERBALANCE
RIVER
6° C.R.
Ta - 146° 46' 15"
Lmc - 2046.18'
40+04.44 P.C.S.
400' SP
S. 12°
a .15
45+54.48 P.S.
S 65° 07' 45" E
C
+90 Rd. Conn.
47+54.48 P.S.C.
47+93.11 P.C.
44+04.44 P.T.
Metal Guard Rail - 25'
(Future)
STILLWELL DIKE
OLD TRASK RIVER
Under ground Cable ?
TILLAMOOK
R/W
50'
100'
120'
Elev. 8.0
3':1
1.5':1
LOOSE RIP RAP
at BRIDGE END
Loose Rip Rap Bedding
72" Asbestos Protected C.M. Pipe
Sta. 22+16
Special Borrow Exc. 33,762
Emb 29,333
(Ch. Ch.) Exc. 3,134
Emb 2,725
Finish Grade 11' Lt. or Rt.
+2.5109
Subgrade
1200' VC
-2.718
Counterbalance Grade
Counterbalance Grade
Ch. Ch. Grade
Dike
+60
+00
+70
+80
+95
13.00
12.00
10.50
10.00
30
35
40
45

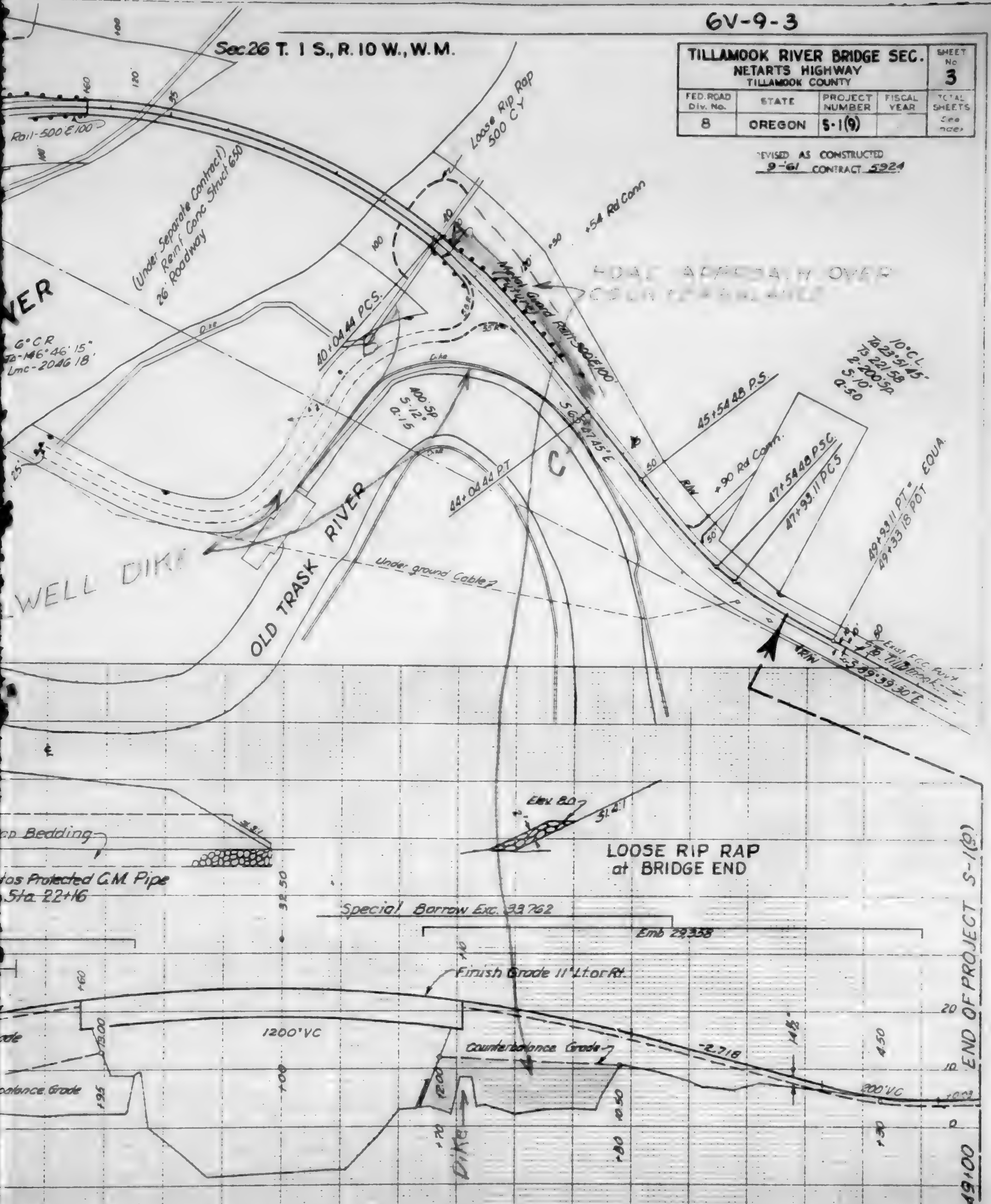
6V-9-3

TILLAMOOK RIVER BRIDGE SEC.
NETARTS HIGHWAY
TILLAMOOK COUNTY

SHEET No 3

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-1(9)		See Index

REVISED AS CONSTRUCTED
9-'61 CONTRACT 5924



Sec 26 T. 1 S., R. 10 W., W.M.
Rail-500'E100
(Under Separate Contract) Reinf. Conc. Struct 650 26' Roadway
Loose Rip Rap 500 CY
+54 Rd Conn
Metal Guard Rail-300'E100
VER
6° C.R.
Ta-146°46'15"
Lmc-2046.18'
40+04.44 P.C.S.
Dike
400' Sp
S-12°
a-.15
S 63°27'45" E
45+54.48 P.S.
10° C.L.
Ta 23°51'45"
Ts 221.58
ℓ-200' Sp
S-10°
a-.50
+90 Rd Conn.
R/W
50'
47+54.48 P.S.C.
47+93.11 P.C.S.
49+93.11 P.T. = 49+33.18 P.O.T. EQUA.
44+04.44 P.T.
C
OLD TRASK RIVER
WELL DIKE
Under ground Cable
R/W
Exist. F.C.C. Pav't
To Tillamook
S 39°39'30" E
Elev. 8.0
3:1
LOOSE RIP RAP at BRIDGE END
Rip Rap Bedding
Asbestos Protected C.M. Pipe Sta. 22+16
Special Borrow Exc. 33,762
Emb 29,338
Finish Grade 11' Lt. or Rt.
1200' VC
Counterbalance Grade
-2.718
200' VC
Dike
END OF PROJECT S-1(9)
Sta. 49+00
35
40
45
20
10
0
Rev.

RECEIVED
DEC 29 1961
FOR FILING

5789

December 27, 1961

The District Engineer
U. S. Army Engineering District, Portland
628 Pittock Block
Portland 5, Oregon

Re: Dike Crossing by
Netarts Highway
Tillamook County

Attention Mr. Cover

Dear Sir:

We have a contract under way involving a bridge over the Tillamook River and the embankment approaches to this bridge. The embankments cross a dike owned by the Stillwell Drainage District.

Attached are five sets of three prints each showing the embankment as it relates to the dike. These have been approved by Mr. Warren A. McMinimee, Secretary of the Stillwell Drainage District.

Very truly yours,

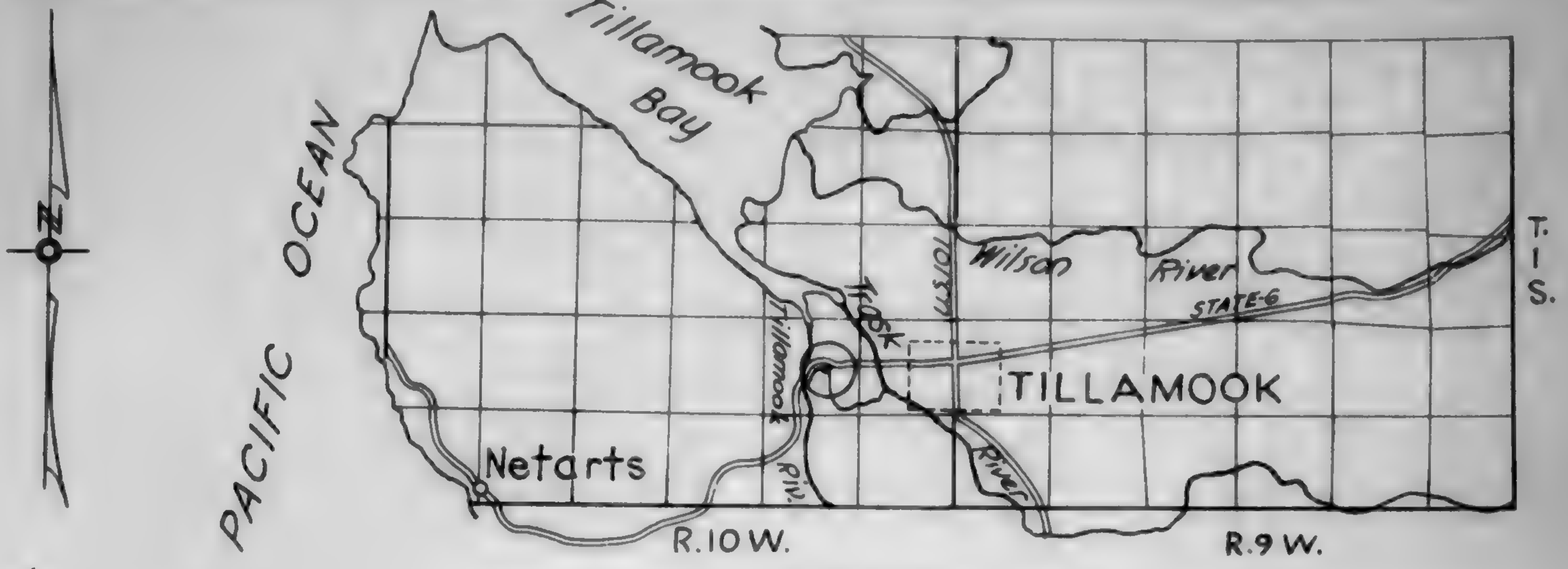
Forrest Cooper
State Highway Engineer

By

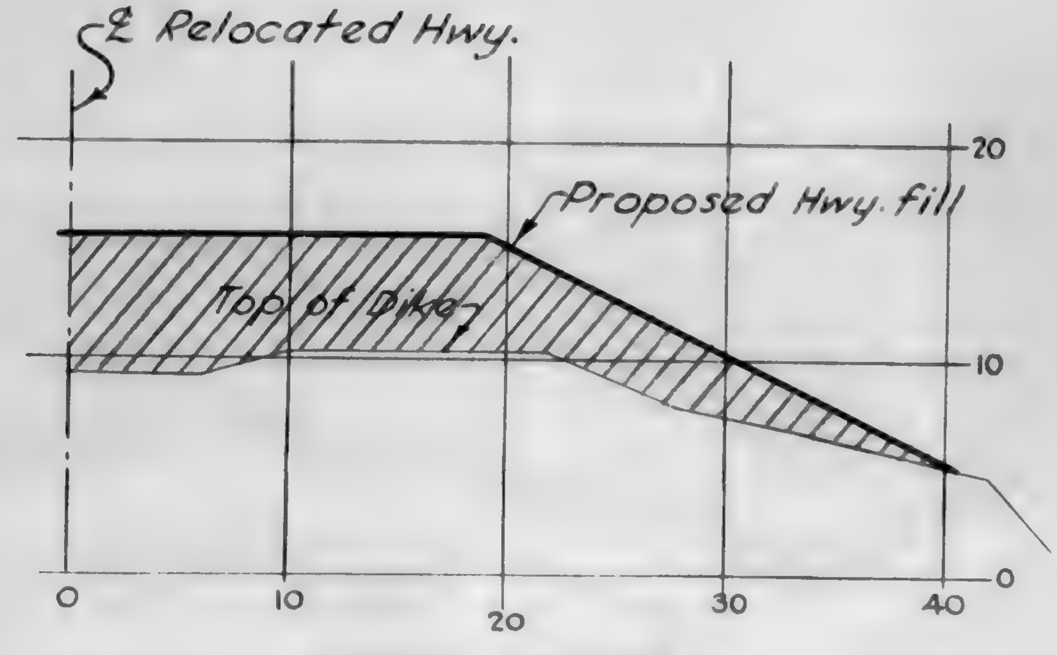
G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

cc Mr. Forrest Cooper
Mr. J. D. Walker


Tillamook Bay
PACIFIC OCEAN
Wilson River
STATE-6
U.S. 101
Trask
Tillamook Riv.
TILLAMOOK
Netarts
River
R.10 W.
R.9 W.
T. 1 S.

LOCATION MAP
Scale: ½" = 1 mile


℄ Relocated Hwy.
Proposed Hwy. fill
Top of Dike
20
10
0
0
10
20
30
40

TYPICAL SECTION
Sta. 43+50

OK as to plans
Maurice McMinimee
Secty Stillwell
Drainage Dist.

OREGON STATE HIGHWAY DEPARTMENT
LOCATED LINE

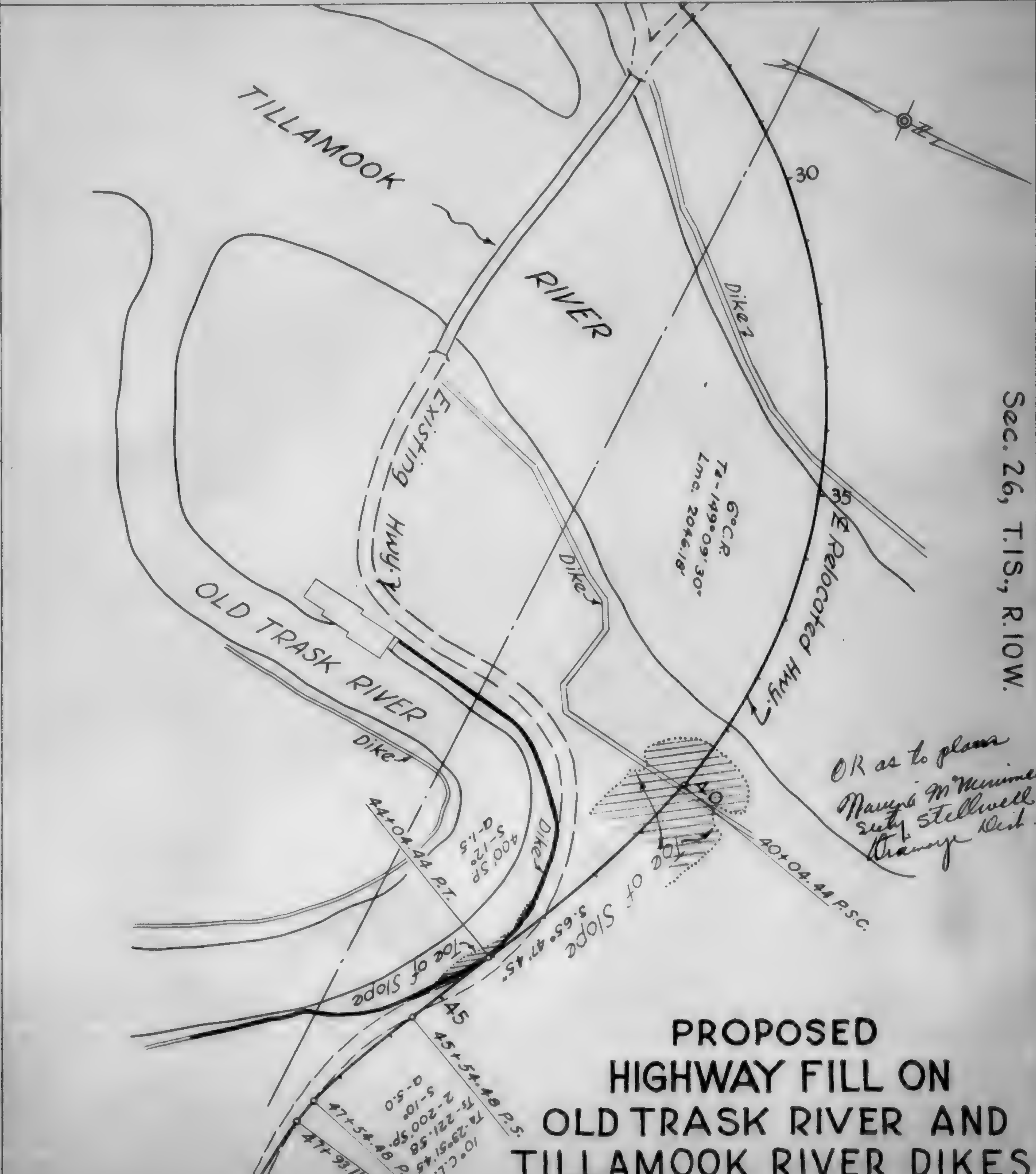
PROPOSED
HIGHWAY FILL ON OLD TRASK RIVER DIKE

NETARTS HIGHWAY
TILLAMOOK COUNTY

August 1960

Sheet 1 of 3

IR-5-1438


TILLAMOOK
RIVER
OLD TRASK RIVER
Existing Hwy. ℄
Dike
Dike
Dike
Dike
30
35
45
℄ Relocated Hwy.
6° C.R.
Ta-149°09'30"
Lmc. 2046.18'
400' SP
S-12°
a-1.5
44+04.44 P.T.
40+04.44 P.S.C.
Toe of Slope
Toe of Slope
S.65°47'45"
45+54.48 P.S.
47+54.48 P.S.C.
47+93.11 P.C.S.
10° C.L.
Ta-29°51'45"
Ts-221.58
2-200' SP.
S-10°
a-5.0

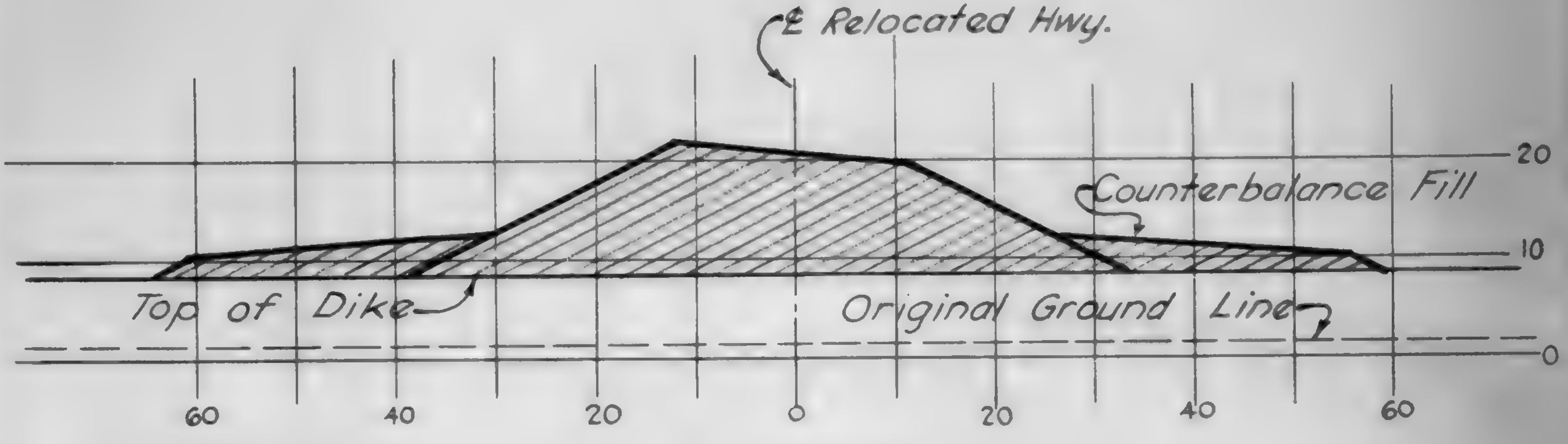
PROPOSED
HIGHWAY FILL ON OLD TRASK RIVER AND TILLAMOOK RIVER DIKES

Sec. 26, T.1S., R.10W.

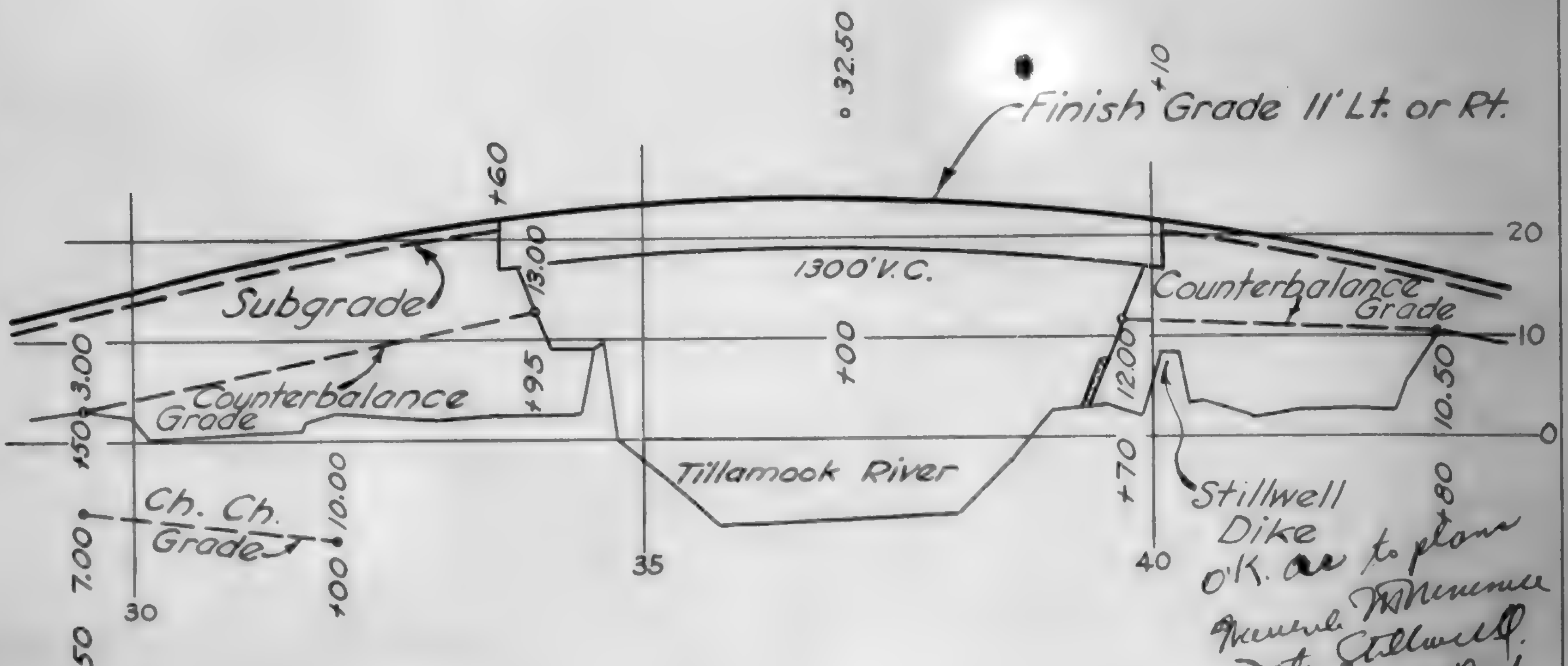
Scale: 1"=200'

Sheet 2 of 3

OK as to plans
Maurice McMinimee
Supt. Stillwell
Drainage Dist.


℄ Relocated Hwy.
20
Counterbalance Fill
10
Top of Dike
Original Ground Line
0
60
40
20
0
20
40
60

X-Section
Sta. 40+10


32.50
+10
Finish Grade 11' Lt. or Rt.
+60
20
13.00
1300' V.C.
Subgrade
Counterbalance
Grade
10
+50 3.00
+95
+00
12.00
10.50
Counterbalance
Grade
0
Tillamook River
+70
Stillwell
Dike
Ch. Ch.
Grade
+50 7.00
+00 10.00
+80
30
35
40

O'K. as to plans
Secty Stillwell
Drainage Dist

PROPOSED
HIGHWAY FILL ON TILLAMOOK RIVER DIKE

Sheet 3 of 3

RECEIVED
1961

5789

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 11, 1961

Mr. Walter H. Bell
Bell and Gehlen
Attorneys at Law
Stayton, Oregon

Re: A. L. Harding, Inc.
P. O. Box 708
Stayton, Oregon
Claims
Tillamook River Bridge Section
Contract No. 5789

Dear Mr. Bell:

Thank you for your letter of December 6, 1961 clearing up the matter of whether or not Harding, Inc. subcontracted the riprap hauling.

Nevertheless, we must restate our position to the effect that your claim for full truck measure on the riprap item is denied. Our specifications are clear on this point and the contractor is cautioned under Article 1.3.3 to make careful examination of them.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F. B. Klaboe
Asst. Construction Engineer

FBK:fp:jw

cc R. L. Porter
L. H. Young
J. D. Walker

RECEIVED
DEC 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

* WALTER H. BELL
WILLIAM M. GEHLEN

PHONE 769-2147

Bell & Gehlen
ATTORNEYS-AT-LAW
STAYTON, OREGON

December 6, 1961

Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Re: A. L. Harding, Inc.
P. O. Box 708
Stayton, Oregon
Claims
Tillamook River Bridge Section
Contract No. 5789

Dear Mr. Edwards:

In answer to your letter of November 24th, 1961 on the above mentioned matter, please be advised that this was not a subcontract as the trucks were rented on the basis of 10¢ per yard per mile basis.

In fact, your department hired the same trucks to haul mud and they paid $12.00 per hour for the same ones.

Very truly yours,

BELL & GEHLEN

W. H. Bell

Walter H. Bell

WHB:kj

[illegible] VISION
REC[illegible]
[illegible] 1961
[illegible] ☐ ☐ ☐ ☐ ☐
CE ACE ACE CCE

RECEIVED
NOV 23 1961
FOR FILING

5749

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 24, 1961

Mr. Walter H. Bell
Bell and Gehlen
Attorneys at Law
Stayton, Oregon

RE: A. L. Harding, Inc.
P. O. Box 708
Stayton, Oregon
Claims
Tillamook River Bridge Section
Contract No. 5789

Dear Mr. Bell:

Your letter of November 20, 1961 stated that you were unable to sign Price Agreement No. 3 for settlement of all claims on this project as a consequence of our action in reducing payments for loose riprap to 70 per cent of truck measure in accordance with Article 2.47.5 of the general specification form. You further state that our engineer issued tickets for the full amount hauled on a straight truck measure basis but that he later reduced the amounts paid under each ticket to 70 per cent in accordance with the article listed above.

You go on to state that Mr. Harding had paid his truckers on the basis of the original tickets. We interpret this to mean that he had, in fact, subcontractors with these truckers, in accordance with Article 1.8.1 of the standard specifications. We have no record of such instruments.

If this is the case and the contractor did pay for the loose riprap material on a unit volume basis, we must insist that you file with us subcontracts to cover each individual or firm employed before we can final out this project.

The filing of said subcontracts will not entitle you to 100 per cent of truck load measure as you request inasmuch as it is clearly stated under Article 1.8.1 that the contractor must at all times protect himself against possible overpayment to his subcontractors.

Very truly yours,

W. C. Williams
State Highway Engineer

By Tom Edwards

Tom Edwards
Construction Engineer

FBK:fp

cc Forrest Cooper
R. L. Porter
J. D. Walker

NOTED
FORREST COOPER

RECEIVED
NOV 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

PHONE 769-2147

Gehlen
ATTORNEYS-AT-LAW
STAYTON, OREGON

November 20, 1961

CONSTRUCTION DIVISION
RECEIVED
NOV 21 1961
NOTED-- ☐ ☑ ☐ ☐ ☐

Oregon State Highway Department
State of Oregon
Salem, Oregon

Re: A. L. Harding, Inc.
P. O. Box 708
Stayton, Oregon
Claims
Tillamook River Bridge Sec.
Contr. 5789

Gentlemen:

Regarding the Price Agreement No. 3, recently received from you for signature, we are unable to sign at this time due to the wording you have used that "this is in full settlement of all claims on this project".

There is one other claim open on this project and this claim pertains to the rip-rap items that you are claiming we have been overpaid. We are aware of the wording of the specifications in regards to truck measure on this type of thing. However, there are other circumstances involved in this particular instance. First, we definitely feel that these trucks were actually hauling 10 yards bank measure. They were very heavily loaded to the point of overflowing. Mr. Bond evidently agreed because he issued tickets for the full amount. Furthermore, approximately half of this rip-rap was hauled in October 1960. Estimates were paid according to the tickets issued and these estimates were approved by your department and nothing was ever said about any overpayment until the project was finished in June of this year, eight months after we began hauling. This gave us no recourse whatsoever, to recover any amount from our truckers, who were paid according to the tickets issued.

Third, if Mr. Bond merely issued these tickets in error, we cannot see why we should be penalized for this error. We strived diligently to give full measure on this item and we feel that we succeeded.

Therefore, we respectfully submit that this item remain according to the tickets which we have.

Very truly yours,

BELL & GEHLEN
W. H. Bell
Walter H. Bell

WHB:kj

RECEIVED
NOV 21 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
EP 11 1961
FORM E-90X 90M 7-60 29396
FOR FILING
5789

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 13, 1961

SUBJECT: Overpayment on Contract No. 5789

To: ~~R. L. Porter~~
~~Office Engineer~~
~~Building~~

We recently mailed our invoice No. 71025, which was based on your billing request No. OE 8579, to A. L. Harding Inc. charging him for the overpayment due to erroneous quantities on items 5 and price agreement 1.

Attached are copies of his reply and various other supporting data which he has submitted to not only deny the liability for the refund of the overpayment, but claiming additional reimbursement under the contract.

One of his items is a claim in the amount of $65.96 for flagging. We find no record that this claim was submitted with any of the previous estimates. He also inquires about the reduction from $279.39 to $242.92 under extra work order No. 2. We find that this was a correction in the equipment rental invoice wherein the classification and rate for a back hoe was changed from $8.00 to $5.65 an hour. This change was made before the equipment invoice reached us.

Will you please make an investigation of the contractor's claims and advise whether or not we should press our claim for reimbursement in the amount of the overpayment previously arrived at.

C. H. Maison
Auditor

CHM:jc

cc: Tom Edwards, Construction Engineer
J. D. Walker, Division Engineer
Floyd A. Query, Secretary
Carl F. Smith, Claims Supervisor

NOTED
FLOYD QUERY

Residence RO 9-2284

Office RO 9-2235

A. L. HARDING, INC.
CONTRACTOR
Box 708
STAYTON, OREGON

September 11, 1961

STATE OF OREGON
State Highway Department
Salem, Oregon
Mr. D. B. Taylor
Assistant Auditor

Dear Mr. Taylor :

In answer to your letter of August 22, 1961, please be advised that we do not feel that we can sign up the Contractor's Certificate that was forwarded to us in as much as we do not know how you arrived at what we were paid. We hired truckers who hauled ten yard loads and were paid on the State tickets on that basis so we are unable to know on what basis or portion you arrived at the final quanities.

You actually paid the correct amount for 1,794 yards but there is 120 yards which was not paid for as the total hauled was 1,914 yards and we were to stand 30 yards thereof, leaving a deficit on 90 yards. (Someone contended that the 90 yards was a waste on a ramp but eventually it was all used on the road.)

We desire to make claim for the further sum of $5,806.03 as per Exhibit A attached due to the fact that we were to furnish 111,000 yards of dirt and in that it could not be hauled on the County road we went to the expense of putting in a haul road alongside of the County road, transporting equipment, excess dirt purchases, pit expense, etc., and due to only hauling 73,347 yards thereover we have the resultant loss herein stated.

Also there is attached marked Exhibit B a forced account which hasn't been cared for in the amount of $65.96.

Next item is Exhibit C and we are desirous of knowing why $242.92 was paid of the $279.39 you were billed for.

Please advise when you have gone over all of these matters or if it will assist you any I would be glad to personally go over them with you at your convenience.

Sincerely yours,

C. L. Harding

C. L. Harding, President

A L ~~[illegible]~~ Inc
Claim to State Hwy Dept.
Contract # 5189 - Tillamook Job

Exhibit "A"

Cost of Stripping pit.	16562
Cost of County bond	1250
Cost of Gravel used on County Road	15630
Cost of Inspection and testing	15513
Cost of Moving In and out	5,76890
Cost of Finish Work and Bluetopping	181247
Cost of Installing lights for Night Work	301.57
Royalty on Borrow Exc. Material	501000
Putting in, Removing Haul Road	1,45166
Levelling up Pit at finish	38043
Maintaining haul Road	680.38
Cost of Work for Pallin as Condition of Using his Pit:	
Rebuild bridge	109.98
Build fence	167.06
Office Work connected	75000

Total fixed Costs - $ 1711844 ÷ 111,000 yds = 15.42¢ per yd.

Computations:
111,000.0 yds. contract quantity
- 73,347.4 yds. paid
37,652.6 yds. Contract Underrun
x 15.42¢
$ 5,806.03 Amount to be Reimbursed

A. L. Harding, Inc.
Claim to State Highway Dept
Contract #5784 - Tillamook Job

Exhibit "B" - Unpaid Force Account Items

Flagging -	$65.96	November, 1960. This flagging was done After Estimate #2 (to Oct. 10, 1960). It was Submitted for Payment on Estimate #3 this spring but was not paid.
Ditching -	32.47	Billing for $279.39 submitted for payment on Estimate #2. Only 246.92 paid.
	$98.43	

FORM NO. E-365

OREGON STATE HIGHWAY DEPARTMENT

FORCE ACCOUNT STATEMENT

1. DATE November 30, 1960

2. CONTRACT NO 5789

3. EXTRA WORK ORDER NO.

4. NAME AND ADDRESS OF CONTRACTOR
A.L Harding, Inc.
Box 708
Stayton, Ore.

5. DESCRIPTION OF WORK flagging

PER ATTACHED INVOICES	PERIOD COVERED	AMOUNT	TOTALS
6. LABOR		$ 65.96	
		$	
		$	
		$	
		$	$ 65.96
7. EQUIPMENT RENTALS		$	
		$	
		$	
	Has not	been paid	thru Est #5
		$	$
8. MATERIALS AND SUPPLIES		$	
		$	
		$	
		$	
		$	$
9. TRANSPORTATION, SUBSISTENCE, ETC.		$	
		$	
		$	
		$	
		$	$
		TOTAL AMOUNT	$ 65.96

APPROVED— RESIDENT ENGINEER 10. PREFIX NO. 11. SIGNATURE

APPROVED— DIVISION ENGINEER 12. SIGNATURE

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
—LABOR—

FOR THE PERIOD ENDED Nov 30 19 60

1. NAME AND ADDRESS OF CONTRACTOR
A. L. Harding, Inc.
Box 708
Stayton, Oregon

2. DESCRIPTION OF WORK flagging

	NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
(1)	George Lewis	flagman	O T S T							2½	10													
(2)	Bill Watkins	"	O T S T									[illegible]												
(3)			O T S T																					
(4)			O T S T																					
(5)			O T S T													* Doubl								
(6)			O T S T																					
(7)			O T S T																					
[illegible]			O T S T																					
[illegible]			O T S T																					
(17)			O T S T																					
(18)			O T S T																					
(19)			O T S T																					
(20)			O T S T																					

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8. F. I. C. A.—SOCIAL SECURITY		3.0 %
9. STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	4.73 %	
10. LESS REDUCTION RATE	– %	4.73 %
11. OREGON UNEMPLOYMENT COMPENSATION	2.7 %	
12. ADD FEDERAL UNEMPLOYMENT COMPENSATION	0.3 %	3.0 %
13. TOTAL TAXES AND INSURANCE ON PAY ROLL		10.73 %

14. TOTAL TAXES AND INSURANCE (ITEM 7 X I

15. HEALTH AND WELFARE [illegible] HOURS AT

16. HEALTH AND WELFARE [illegible] HOURS AT

17. TOTAL LABOR, TAXES, INSURANCE, HEALT

18 CONTRACTOR'S PERCENTAGE ALLOWANCE

19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18)

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACT

CONTRACTOR Harding, Inc. 708 ton, Oregon	2. DESCRIPTION OF WORK flagging	3. DATE	PAGE OF
		4. CONTRACT NO.	
		5. EXTRA WORK ORDER NO.	

4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT	TOTAL
				10																								*10	5.50	$ 55.00	$ 72.87
				6½																								6½	2.75	$ 17.87	
					1																							1	4.125	4.12	26.12
					8																							8	2.75	22.00	

* Double Time—Election Day

	6. TOTAL HOURS	25½	7 TOTAL LABOR $ 98.99
3.0 %	14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13)		$ 10.62
	15. HEALTH AND WELFARE 25½ HOURS AT .10 PER HOUR = $ 2.55		
4.73 %	16. HEALTH AND WELFARE HOURS AT .10 PER HOUR = $ 2.55		$ 5.10
	17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE		$ 114.71
3.0 %	18 CONTRACTOR'S PERCENTAGE ALLOWANCE (57½% X ITEM 17)	FOR FLAGMEN ONLY—ENTER 57.5% FOR ALL OTHER LABOR—ENTER 18%	$ 65.96
10.73 %	19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN		$

WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.

OREGON STATE HIGHWAY DEPARTMENT

FORCE ACCOUNT STATEMENT

1. DATE 11/8/60

2. CONTRACT NO. 5789

3. EXTRA WORK ORDER NO. 2

NAME AND ADDRESS OF CONTRACTOR
A. L. HARDING, INC.
Box 708
Stayton, Oregon

5. DESCRIPTION OF WORK Construct drainage ditch

PER ATTACHED INVOICES	PERIOD COVERED	AMOUNT	TOTALS
6. LABOR	10/4/60 - 10/31/60	$ 123.57	
		$	
		$	
		$	
		$	$ 123.57
7. EQUIPMENT RENTALS	10/4/60 - 10/31/60	$ 155.82	
		$	
		$	
		$	
		$	$ 155.82
8. MATERIALS AND SUPPLIES		$	
		$	
		$	
		$	
		$	$
9. TRANSPORTATION, SUBSISTENCE, ETC.	279.39 242.92 36.47 Diff.	$	
		$	
		$ 242.92 Paid Est #2.	
		$	
		$	$
		TOTAL AMOUNT	$ 279.39

APPROVED— RESIDENT ENGINEER	10. [illegible] NO.	11. SIGNATURE
APPROVED— DIVISION ENGINEER	12. [illegible]	

FORM E-[illegible]
[illegible] 1-57

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

FOR THE PERIOD ENDED Oct. 31 19 60

1. NAME AND ADDRESS OF CONTRACTOR
A. L. HARDING, Inc.
Box 708
Stayton, Ore

2. DESCRIPTION OF WORK
construct
ditch

	DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
(1)	Grader, Cat No. 12	24,500 lbs.														1							
(2)	D-4 Tractor w/blade	50 hp.																			2		
(3)	Backhoe	3/8 yd.																		3	8		2
(4)																							
(15)																							
(16)																							
(17)																							
(18)																							
(19)																							
(20)																							
(21)																							
(22)																							
(23)																							
(24)																							
6. TOTAL RENTAL																							

7. CONTRACTOR'S PERCENTAG

8. TOTAL AMOUNT (ITEM 6 +

ADDRESS OF CONTRACTOR
L. HARDING, INC.
x 708
gafon, Ore

2. DESCRIPTION OF WORK
construct drainage ditch

3. DATE 11/8/60

PAGE 1 OF 1

4. CONTRACT NO. 5789

5. EXTRA WORK ORDER NO. 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT
														1																		1	11.00	$ 11.00
																			2													2	8.25	16.50
																		3	8		2½											13½	8.00	108.00
																																		$ 135.50

7. CONTRACTOR'S PERCENTAGE ALLOWANACE (15 % X ITEM 6)	$ 20.32
8. TOTAL AMOUNT (ITEM 6 + ITEM 7)	$ 155.82

OREGON STATE HIGHWAY DEPARTMENT FORCE ACCOUNT INVOICE —LABOR—	1. NAME AND ADDRESS OF CONTRACTOR A.L Harding, Inc. Box 708 Stayton, Ore
FOR THE PERIOD ENDED Oct. 31 1960	2. DESCRIPTION OF WORK digging ditch

	NAME OF EMPLOYEE	WORK CLASSIFICATION	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
(1)	Eugene Watkins	Tractor Oper.																			2		
(2)	Eugene Watkins	Blade Oper.														1							
(3)	Joe Bowers	Laborer														2							
(4)	George Wright	"																					2
(5)	John Kenlen	Backhoe Oper.																		3			2
(6)	Clayton Himes	" "																			8		
(7)	Cecil Watkins	Laborer																		2	5		
(8)	[redacted]																						
[illegible]																							
[illegible]																							
[illegible]																							
(19)																							
(20)																							

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8. F. I. C. A.—SOCIAL SECURITY		3.0 %
9. STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	4.73 %	
10. LESS REDUCTION RATE	%	4.73 %
11. OREGON UNEMPLOYMENT COMPENSATION	2.7 %	
12. ADD FEDERAL UNEMPLOYMENT COMPENSATION	0.3 %	3.0 %
13. TOTAL TAXES AND INSURANCE ON PAY ROLL		10.73 %

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITE	
15. HEALTH AND WELFARE	28 28 HOURS AT
16 HEALTH AND WELFARE	HOURS AT
17. TOTAL LABOR, TAXES, INSURANCE, HEALTH	
18. CONTRACTOR'S PERCENTAGE ALLOWANCE (	
19 TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FO	

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR

ESS OF CONTRACTOR
Harding, Inc.
ox 208
yton, Ore

2. DESCRIPTION OF WORK
digging drainage ditch

3. DATE 11/8/60

PAGE 1 OF 1

4. CONTRACT NO. 5789

5. EXTRA WORK ORDER NO. 2

2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT	TOTAL
																	2													2	3.75	$ 7.50	$
												1																		1	3.85	3.85	
												2																		2	2.75	5.50	
																			2½											2½	2.75	6.87	
																3			2½											5½	3.63	19.97	
																	8													8	3.63	29.04	
																2	5													7	2.75	19.25	

6. TOTAL HOURS 28

7. TOTAL LABOR $ 91.98

	3.0 %	14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13)	$ 9.87
3 %		15. HEALTH AND WELFARE 28 HOURS AT .10 PER HOUR = $ 2.80 28 .10 2.80	
%	4.73 %	16. HEALTH AND WELFARE HOURS AT PER HOUR = $	$ 5.60
7 %		17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE	$ 107.45
%	3.0 %	18. CONTRACTOR'S PERCENTAGE ALLOWANCE (15 % X ITEM 17) FOR FLAGMEN ONLY—ENTER 57.5% FOR ALL OTHER LABOR—ENTER 15%	$ 16.12
	10.73 %	19 TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN	$ 123.57

AGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.

RECEIVED
[illegible] 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5-1191

5789

August 22, 1961

Mr. A. L. Harding, Inc.
P. O. Box 708
Stayton, Oregon

Gentlemen:

Enclosed is the final estimate on contract No. 5789 for grading on the Tillamook River Bridge. This estimate shows a net overpayment to you of $709.14 which resulted from an error in quantities previously reported for loose riprap under item No. 5 and price agreement No. 2. The total overpayment on these two items amounts to $2,691.00, but this amount is reduced by the previously retained percentage of $1,981.86, leaving the amount due us of $709.14.

Will you please sign the Contractor's certificate on the original voucher and return to us, together with your check for the amount of the overpayment.

Very truly yours,

C. H. Maison
Auditor

By: D B
D. B. Taylor
Assistant Auditor

DBT:jc

Enclosure

cc: R. L. Porter
J. D. Walker
Floyd Query ✓

NOTED
FLOYD QUERY

RECEIVED
AUG 8 1961

FOR FILING

5789

Residence RO 9-2284
Office RO 9-2235

A. L. HARDING, INC.
CONTRACTOR
Box 708
STAYTON, OREGON

August 5, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Query,

We are enclosing a copy of a letter (None) sent to Mr.Clair Hixson, who has filed a claim against our project near Tillamook (Contract #5789). The letter is explanatory as to the circumstances involved and the terms of our agreement with Mr. Hixson.

Mr. Hixson has "jumped the gun", so to speak, in his action. However, to avoid delay and to satisfy Mr. Hixson, we are today mailing Mr. Hixson a check for the amount of $1,359.50, in full payment of his account.

Yours very truly,

A. L. HARDING, INC.

C L Harding

RECEIVED
AUG - 8 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
AUG 4 1961

FOR FILING

[illegible]

5789

August 3, 1961

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.

Gentlemen:

We have received notification from the Secretary of State, dated August 2, 1961, that the claim of Clair D. Hixson in the amount of $1,359.50 against A. L. Harding, Inc., on our Contract No. 5789, has now been filed in his office, his File No. 3841.

A description of the claim was outlined in our letter to you of August 1.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
dc

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 1, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim letter for filing in the amount of $1,359.50 received from Clair D. Hixson for shovel rental furnished to A. L. Harding, Inc. This appears to be in connection with State Highway Contract No. 5789 with A. L. Harding, Inc., for grading the Tillamook River Bridge Section of the Netarts Secondary Highway in Tillamook County.

The United Pacific Insurance Company, through Victor S. Risley Co., 223 Board of Trade Building, Portland 4, furnished the performance bond.

Please acknowledge receipt of the claim letter on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

File #3841

FILED
AUG 2 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
AUG 2 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
AUG - 3 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 2 1961
FOR FILING

5789

August 1, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim letter for filing in the amount of $1,359.50 received from Clair D. Hixson for shovel rental furnished to A. L. Harding, Inc. This appears to be in connection with State Highway Contract No. 5789 with A. L. Harding, Inc., for grading the Tillamook River Bridge Section of the Netarts Secondary Highway in Tillamook County.

The United Pacific Insurance Company, through Victor S. Risley Co., 223 Board of Trade Building, Portland 4, furnished the performance bond.

Please acknowledge receipt of the claim letter on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD

RECEIVED
AUG 2 1961
FOR FILING

5789

August 1, 1961

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.

Attention: Mr. W. T. Atkins

Gentlemen:

A claim letter dated July 28 has been received from Clair D. Hixson, Garibaldi, advising that A. L. Harding, Inc., owe him $1,359.50 for shovel rental. This appears to be in connection with State Highway Contract No. 5789 with A. L. Harding, Inc., for grading the Tillamook River Bridge Section of the Netarts Secondary Highway in Tillamook County.

This claim letter has been forwarded to the Secretary of State for filing. Attached is a copy of it.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

A. L. Harding, Inc.
P. O. Box 708
Stayton, Oregon

NOTED ON CARD
DC

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

RECEIVED
AUG 2 1961
FOR FILING

5789

August 1, 1961

Mr. Clair D. Hixson
P. O. Box 295
Garibaldi, Oregon

Dear Sir:

This is to acknowledge receipt of your claim letter of July 28 informing us that A. L. Harding, Inc., Stayton, owe you $1,359.50 for shovel rental on State Highway Contract No. 5789. Our records indicate this to be in connection with the A. L. Harding, Inc., Contract No. 5789 for grading the Tillamook River Bridge Section of the Netarts Secondary Highway in Tillamook County.

This contract was completed June 13, 1961, and accepted by the State Highway Commission June 27, 1961. The United Pacific Insurance Company, through Victor S. Risley Co., 223 Board of Trade Building, Portland 4, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

The State does not make payment of claims but looks to the contractor and the surety for such payment.

So that there will be no misinterpretation of the law, your claim letter is being forwarded to the Secretary of State for filing. This action will protect your claim under the bond.

In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

Clair D. Hixson - CONSTRUCTION

225

P. O. BOX [redacted]
GARIBALDI, OREGON
PHONE 475

July 28, 1961

Mr. Floyd Quary
State Highway Bldg.
Salem, Oregon

Dear Sir:

I would like to enter a claim against A. L. Harding Inc. for $1359.50 (contract number 5789) for the following; Shovel rental from 5-24-61 to 5-31-61 incl. $436.50 and from 6-2-61 to 6-12-61 incl. $923.00.

Yours truly,

Clair D. Hixson
Clair D. Hixson

RECEIVED
JUL 31 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 28 1961

FOR FILING

5789

July 27, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to A. L. Harding, Inc., on contract #5789 for grading the Tillamook River Bridge Section of the Netarts Secondary Highway in Tillamook County.

This payment, in the amount of $5,902.17, will be released to contractor on or after August 3, 1961. The retained percentage is $1,081.86.

The State is not aware of any unpaid claims for labor or materials and assumes no responbility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: A. L. Harding, Inc.,
P. O. Box 708
Stayton
Oregon

9

RECEIVED
JUN 20 1961
FOR FILING

S-1(9)

5789

June 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 13, 1961, on Contract No. 5789, Tillamook River Bridge Section, in Tillamook County, in connection with Federal Aid Project No. S-1(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 16, 1961

Section Tillamook River Bridge

Kind of work Grading

Highway Netarts County Tillamook

Section prefix 129-1070

Contractor A.L. Harding, Inc.

Contract number 5789

Date of contract Sept. 9, 1960

Specified work days 25

Date work started Sept. 19, 1960

Work days used 25

Project authorization $ 98,325.00

Exclusive of engineering $ 91,333.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 75,300

Estimated per cent ~~overrun~~ or underrun 17½ %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 6992.00

Engineering cost to date $ 7064.49, 101 %

Date project was completed June 13, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100				

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor worked last Sat. placing heavy rip rap rock for toe for fill on downstream side in slough . When fill was put back on it there was no movement so the corrective work done on E.W.O. # 4 was apparently successful. Fill was inspected again on Wed. & there are no cracks in the fill or any indication that it will move again.

Contractor finished grade & clean-up & moved all equipment out by the 14th.

Computed borrow area volume is 73,768 cu.yd. compared to net plan quantity estimate of 100,898. Under-run apparently due to less subsidence than anticipated & less shrinkage of the fill material.

Worked in office on final quantities. Will submit final estimate when remaining extra work order bills are received.

DIVISION

JUN 19 1961

NOTED

COE

Final Report

NOTED

NOTED
C. E. PAULSEN

Signed John A. Bond
Res. Engr.

Address P.O. Box 169, Tillamook

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.41				
Miles partially completed	0				
Miles completed	0.41				
Total estimated quantities (contract)	104,200 (net)				
Total quantities corrected to date	77,016				
Estimated quantities moved or placed to date	77,016				
Average daily quantities	3,080				
Average daily quantities necessary to complete project on time	-				
Number shifts per day	1				
Hours per shift	10				
Average force on project for week	6 (part of 2 days)				

Men	5
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	2
Men and tractors	2

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., Track loader 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Lt. Shower		
Monday	Overcast		
Tuesday	Fair		
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 9 1961
FOR FILING

5-1 (9)
5789

June 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering slide repair and realignment of a 72" corrugated metal pipe on the Tillamook River Bridge Section of the Netarts Highway in Tillamook County, Contract No. 5789, in connection with Federal Aid Project No. S-1(9).

A slide has moved the 72" pipe near Station 22 horizontally and vertically. Approximately 1,600 cu.yds. of fill material must be removed and later replaced. Also, approximately 1,500 cu.yds. of unsuitable material must be removed and wasted. Riprap rock is to be placed under the realigned portion of the pipe for stabilization.

This work has been verbally recommended for approval by the BPR Area Engineer. Two copies of the Resident Engineer's Weekly Report covering the situation are attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
OCT 25 1960
FOR FILING

[illegible]

5789

October 24, 1960

Mr. Clifford A. Duncan
Superintendent of Schools
Tillamook Public Schools
Tillamook, Oregon

Re: Tillamook River Bridge
Netarts Secondary Highway
Tillamook County

Dear Mr. Duncan:

I have your letter of October 20 concerning traffic conditions at the Tillamook River Bridge on the Netarts Secondary Highway. This structure is scheduled for reconstruction in the immediate future. We now have a contract awarded for the grading of the approaches, but in view of the unstable characteristics of the ground in the area, we hope to let this settle over the winter before building the bridge.

I will have our Traffic Division look into the conditions and see if there is anything we can do to make it more safe pending construction of the new bridge.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

[redacted]

cc to: Mr. W. C. Williams
Mr. F. B. Crandall

TILLAMOOK PUBLIC SCHOOLS
OFFICE OF SUPERINTENDENT
SCHOOL DISTRICT NO. 9
2605 - 12TH STREET
TILLAMOOK, OREGON

CLIFFORD A. DUNCAN, SUPERINTENDENT
JOHN G. JENSEN, ASST. SUPERINTENDENT
HELEN M. CHACARTEGUI, CLERK
NELLIE COBB, SECRETARY

SCHOOL BOARD
JAMES COON, CHAIRMAN
GLENN ROSENBERG
THEODORE JACOB
IVAN NORRIS
KARL ZWEIFEL

October 20, 1960

The State Highway Department
Salem, Oregon

Gentlemen:

The School Board and Administration of Tillamook School District No. 9 would again like to call your attention to the very dangerous traffic problem caused by the narrow and "humped" bridge over the Tillamook River immediately west of the City of Tillamook. The bridge is too narrow and oncoming traffic approaching the bridge cannot be seen in time, thus causing a potential accident area at all times.

Yesterday one of our school busses met a gravel truck there. Our bus driver, in trying to avoid the truck, ran into a sign and scraped the bus on the bridge railing. This caused the pupils to become quite excited and the parents even more so.

We would appreciate an immediate safety study by your department and some form of safety control installed immediately in order to insure safety pending construction of a new bridge which we hope will take place in the very near future.

Sincerely yours,
Board of Directors
School District No. 9

Clifford A. Duncan
Clifford A. Duncan
Superintendent of Schools

nc

RECEIVED
OCT 24 1960
OREGON
STATE HIGHWAY COMMISSION

G. S. PAXSON

RECEIVED
OCT 17 1960
FOR FILING

S 1 (9)

5709

October 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. [illegible], covering seeding and mulching on the Tillamook River Bridge Section of the Netarts Highway in Tillamook County, Contract No. 5709, in connection with Federal Aid Project No. S-1(9).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract. The amount is too small to be done economically by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $[illegible].00, with Federal participation of $210.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

D. B. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
FORM E-120
OCT 3 - 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5789

September 30, 1960

A. L. Harding, Inc.,
P. O. Box 708
Stayton
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5789, awarded September 9, 1960, for grading the Tillamook River Bridge Section of the Netarts Secondary Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

N

RECEIVED
SEP 23 1960
FOR FILING
S-1(9)
5789

September 23, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 19, 1960, on Contract No. 5789, Tillamook River Bridge Section, in Tillamook County, in connection with Federal Aid Project No. S-1(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
SEP 19 1960
FOR FILING
FAP-S-1 (9)
5789

File

September 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering fencing on the Tillamook River Bridge Section of the Netarts Highway in Tillamook County, Contract No. 5789, in connection with Federal Aid Project No. S-1(9).

Right of entry on the Josi property, R/W file 29554, requires the State to construct fences. The Pallin property, R/W file 27570, is under condemnation proceedings, the complaint requiring fencing.

This work is necessary to confine stock and to prevent trespass on the new highway section. No additional or special benefit will accrue to the land owners by reason of this order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
AUG 19 1960
FOR FILING
5-1(9)
[illegible]

August 19, 1960

Stillwell Drainage District
Tillamook, Oregon

Attention: Mr. Warren A. McMinimee
Secretary

Gentlemen:

The State is preparing plans for the bridge over the Tillamook River on the Netarts Secondary Highway and for the roadway embankments which form the approaches to the bridge. At a point just east of the Tillamook River our highway embankments will cross over the dike owned and operated by your district along the north bank of the old Trask River channel, and 400 feet farther west a dike along the east bank of the Tillamook River.

I am attaching six sets of three sheets each showing the location of the proposed embankment and a cross-section through the embankment where it overcrosses your dikes. You will note that we are not cutting into the dike in any way but are imposing a fill on top of the dike to a depth of approximately five feet at the Trask River dike and 14 feet at the Tillamook River dike. The regulations require that the approval of the Drainage District and of the District Engineer, Corps of Engineers, U. S. Army, be obtained prior to any construction which might affect a drainage dike.

I am sure you will find that our work will not be detrimental to the dikes, and it would be appreciated if you would endorse five of the enclosed sets of plans and forward them to the District Engineer, Corps of Engineers, U. S. Army, Pittock Block, Portland 5, Oregon. When the approval of the District Engineer is obtained, two copies will be returned to you, and we would appreciate one of these for our files as evidence of the approval.

We have received bids on the grading of this project and will award a contract as soon as right-of-way matters are concluded. Since the crossing of the dikes is one of the things that would hold up the grading, we would appreciate your early consideration of this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: District Engineer
Mr. W. C. Williams

RECEIVED
[illegible] 1960
FOR FILING

S-1(7)

5287

MISC. CONTRACTS and
AGREEMENTS No. [illegible]57

Salem, Oregon
July 25, 1960

Cooperative Construction Agreement
Tillamook River Bridge
Netarts Highway
Tillamook County

Mr. C. G. Swenson
Engineer City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engineer, County & City Relations

Attached is a conformed copy of a Cooperative Construction Agreement with Tillamook County covering the Tillamook River Bridge Section on the Netarts Highway in Tillamook County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Tillamook County.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1960

SUBJECT: Cooperative Construction Agreement
Tillamook River Bridge
Netarts Highway
Tillamook County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on 12/12/58.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-12-58 Min Page 30921
Lloyd Query
Secretary

RECEIVED
JUL 26 1960
FOR FILING
5-1(9)

5789

July 25, 1960

County Court of Tillamook County
Court House
Tillamook, Oregon

Gentlemen:

We are enclosing for the records and files of Tillamook County a fully executed copy of a Cooperative Construction Agreement between the State Highway Commission and Tillamook County covering the Tillamook River Bridge Section of the Netarts Highway in Tillamook County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Attach: 1

RECEIVED
JUL 1960
FOR FILING

S-1(9)

3789

R

NPPKW-1.4 14 July 1960

NPP 285/70a(Tillamook R-Bridge)-1

Oregon State Highway Department

Salem, Oregon

Gentlemen:

Inclosed is an instrument signed 8 July 1960 approving the attached plans submitted by your office for the construction of a highway bridge near Tillamook, Oregon.

It is requested this office be notified sufficiently in advance of the dates of commencement, suspension, resumption and completion of the work so that inspections may be made at appropriate times.

Very truly yours,

1 Incl:
Signed Instrument
dated 8 July 1960

T. W. RAGSDALE
Chief, Operations Division

Original [illegible]
[illegible]
[illegible] 7/15/60

DEPARTMENT OF THE ARMY

APPROVAL OF LOCATION AND PLANS OF BRIDGE

Whereas *by Title V of an act of Congress approved August 2, 1946, entitled General Bridge Act of 1946 (33 U. S. C., 525–533, as amended) the consent of Congress was granted for the construction, maintenance, and operation of bridges and approaches thereto over the navigable waters of the United States:*

And whereas *section 502(b) of said act provides that: "The location and plans for such bridges shall be approved by the Chief of Engineers and the Secretary of the Army before construction is commenced, and, in approving the location and plans of any bridge, they may impose any specific conditions relating to the maintenance and operation of the structure which they may deem necessary in the interest of public navigation, and the conditions so imposed shall have the force of law;"*

And whereas the OREGON STATE HIGHWAY DEPARTMENT has

submitted plans and a map of the location of a bridge to be constructed

across TILLAMOOK RIVER near Tillamook,

in the State of Oregon ;

Now therefore, *This is to certify that the location and attached plans are hereby approved by the Chief of Engineers and by the Secretary of the Army, pursuant to the above-mentioned act of Congress, subject to the following conditions:*

1. The district engineer in charge of the locality within which the bridge is to be built may supervise its construction in order that said plans shall be complied with.

2. All work shall be so conducted so that the free navigation of the waterway shall not be unreasonably interfered with and the present navigable depths shall not be impaired. The channel or channels through the structure shall be promptly cleared of all falsework, piling, or other obstructions placed therein or caused by the construction of the bridge, to the satisfaction of the said district engineer, when in his judgment the construction work has reached a point where such action should be taken, and in any case not later than ninety *days after the bridge has been opened to traffic.*

Incl. 6

3. The approval hereby granted shall cease and be null and void unless the actual construction of the bridge be commenced within 2 *year(s) and completed within* 4 *years from the date of this instrument.*

4. No deviation from the approved plans shall be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of the Army.

In witness whereof *I have hereunto set my hand by direction of the Chief of Engineers this* 1st *day of* July 1960

LOREN W. OLMSTEAD
Colonel, Corps of Engineers
Acting Director of Civil Works
(Acting Assistant to the Chief of
Engineers for Civil Works)

In witness whereof *I have hereunto set my hand by direction of the Assistant Secretary of the Army*(MP&RF) *this* 8th *day of* July 1960

R. F. ALEXANDER
Colonel, GS
Executive

☆ U.S. GOVERNMENT PRINTING OFFICE 1959—O—507894

Proposed Bridge Across Tillamook River near Tillamook, Oregon Mile 1.4	Application by Oregon State Highway Department Salem, Oregon

FINDINGS OF FACT (REVISED)

1. Proposed bridge: An application by the Oregon State Highway Department for the construction of a fixed bridge across Tillamook River (Mile 1.4) to replace the present structure 725 feet upstream was forwarded on 23 October 1959. It was recommended that the plans for the proposed bridge providing 70 feet horizontal clearance with 21.9 feet vertical clearance above mean lower low water, and 15.1 feet above mean higher high water, not be approved. As a result of numerous conferences in the interim with local interests, the Oregon State Highway Department has submitted an application approved by local interests for a low level fixed bridge of the same clearances, but with reinforced piers to support a lift span if future navigation requirements justify its construction. The District Engineer recommends approval of the revised plans dated 14 March 1960.

2. Bridge to be replaced: The present swing bridge was approved in 1928. File Number is TB 211/4.5(Tillamook Riv.-Bridge).

3. Preliminary conferences or discussions with applicant and other interests: Tillamook Bay Port Commission, Tillamook County Court, the Port of Bay City, and the Oregon State Highway Department agreed on clearances before submission of the revised application.

4. Present governing bridge or other structure: Present swing bridge provides a 70-foot horizontal clearance with vertical clearances in a closed position of 24.0 feet above mean low water, or 22.48 feet above M.L.L.W., and 16.0 feet above mean high water. The bridge has not been opened since February 1952.

5. Preliminary investigation of District Engineer:

(a) Authorized or proposed Federal project, and status thereof: None at bridge site.

(b) Navigability and description of waterway: Tillamook River is a tidal waterway with the head of navigation at Mile 5. There has been no demand for a hydrographic survey of the river; therefore, its actual condition has not been determined. It is presently supporting shallow-draft tugs towing rafted logs to local mills.

(c) Description of adjacent tributary area including existing commercial facilities along the waterway: One upstream log dump is presently in use on the waterway. Barge transportation of chips and logs from upstream points may develop on the waterway.

(d) Overland transportation and effect of bridge thereon: Construction of the proposed bridge will improve overland transportation on the Netarts Highway to ocean beaches, to residential areas, and to popular Cape Lookout State Park.

(e) Relation to national defense: None.

(f) Effect on flood heights and drift: None. The clearances proposed are adequate to prevent damage to the structure from high tides and drift.

(g) Effect on use of waterway if proposed structure is destroyed by accident or design: Destruction of the bridge could completely block use by watercraft.

(h) Protests, if any, against existing governing bridge or other bridge across waterway and Departmental action thereon: None.

(i) Standard bridge clearances established for the waterway: None established.

(j) Special operating regulations for downstream movable bridges: None.

6. Views of interested parties, including local and other Federal Agencies: The revised plans submitted were approved and signed by the President and Secretary of the Tillamook Bay Port Commission. The Tillamook County Court, the Port of Tillamook Bay and the Port of Bay City examined the plans and approved the proposed clearances in a letter dated 25 May 1960 signed by the County Judge and the presidents of the Ports. Their letter of 25 May 1960 was further clarified by their letter of 10 June 1960. The owner of a small boat moorage located upstream objected to the vertical clearance. Sause Rafting and Towing Company, principal user of the waterway, objected to proposed structure. The Bureau of Public Roads, United States Department of Commerce, Washington, D.C., urged construction of bridge in accordance with original plans submitted by the State. Informal information received from the local office of the Bureau of Public Roads indicates that the revised plans are satisfactory, and that it will recommend approval to its Washington, D.C., headquarters.

7. Nature and extent of navigation, both existing and prospective:

(a) Characteristics and number of vessels using the waterway: Presently used by several small tugs.

(b) Description of commerce on the waterway past the site of the bridge: A total of 5,700,000 FBM, or 21,366 tons of logs were towed from the area to local mills during calendar year 1958 and 9,328,540 FBM or 34,982 tons in 1959.

(c) Number of vessel trips: About 93 trips were made in calendar year 1959.

(d) Principal method of handling traffic, whether in single vessels or in tows: All traffic is by river-type towboat, towing rafted logs.

8. Potential commercial, industrial and physical development along the waterway and effect thereon: At the present a new development has been proposed to transport chips by conveyor system from the sawmills located at the Naval Air Base to barges at the head of navigation at Burton Bridge, a distance of approximately one and one-half miles. Burton Bridge is about 3 miles upstream from the proposed bridge. It is also anticipated that logs may be barged through this reach of Tillamook River.

9. Requirements of extremes of navigation such as extreme vessel heights involving a limited number of craft, and navigation at extreme river stages: Proposed clearances would preclude use of waterway by large towboats and ocean-going lumber barges, and might limit use by small boats capable of handling present and probable future traffic at high tide when depths are suitable for navigation.

10. Basis for design of bridge, whether based on needs of navigation, flood control, terrain, or other conditions: Basis for design provides for present requirements. Foreseeable future navigation requirements are nebulous.

11. Justification for increase in cost of construction, operation, and maintenance of the bridge to provide increased clearances to satisfy the demands of navigation including:

(a) Cost of bridge without navigational increment and increased costs attributable to added clearances provided for navigation: $30,000 to strengthen piers for lift structure in future if needed.

(b) Feasibility and cost of modifying existing vessels to require less clearance: Not necessary.

(c) Feasibility of using vessels requiring less clearance: The masts of most small tugs could be hinged.

(d) Restrictions on vessel trips caused by various clearances: Limited clearances will prevent use of larger tugs and ocean-going lumber barges.

(e) Increased annual operating cost to users of the waterway if maximum needs of navigation are not provided: This question was asked at the hearing and is noted on Pages 17 and 18 of the transcript. Navigation interests had no estimate of annual increased operating cost if the proposed bridge was constructed in lieu of a higher structure, stating it would prevent future development of the waterway.

12. Other pertinent data: None.

13. Conclusions: Local interests now approve a low level fixed bridge with piers reinforced to support a lift span if future navigation requirements justify it. The District Engineer, therefore, concludes that the plans should be approved.

RECEIVED
1960
FOR FILING
5-1(9)
2789

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1960

SUBJECT: Cooperative construction agreement
Tillamook River Bridge
Netarts Highway
Tillamook County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

Attached hereto are six copies of the above-entitled agreement which you requested June 15, 1960. It is understood that County & City Relations will furnish the additional exhibit maps.

Extra copies of the agreement are available in this office.

Ted E. Barbera
TED E. BARBERA
Staff Attorney

TEB:bjk
Attachments
cc: L. I. Lindas

8/9/60

Copies of agreement retained in County & City Relations Division

[illegible]
AUG [illegible] 1960
[illegible]
STATE [illegible]

G. S. PAXSON

RECEIVED
JUN 16 1960
FOR FILING
5-1(9)
5789

T

Salem, Oregon
June 15, 1960

Cooperative Construction Agreement
Tillamook River Bridge
Netarts Highway
Tillamook County

Mr. L. I. Lindas
Chief Counsel
OFFICE

Attached is a draft of an agreement covering the subject project. Please prepare six copies of the agreement in addition to any required by the Legal Division.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: C. G. Swenson

RECEIVED
JUN 16 1960
FOR FILING
1 (9)
729

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1960

To: Mr. G. S. Paxson
OFFICE

[illegible]

SUBJECT: Cooperative Construction Agreement
Tillamook River Bridge
Netarts Highway No. 131
Tillamook County

Attached for transmittal to the Legal Division is a draft of the subject agreement.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

NOTED
G. S. PAXSON

RECEIVED
[illegible] 1960

FOR FILING
5-1 (9)
[illegible]

REFERRED TO
Paxson
By State Highway Engineer

June 10, 1960

Colonel W. L. Winegar
District Engineer, Portland District
Corps of Engineers, U.S. Army
628 Pittock Block
Portland, Oregon

Dear Colonel Winegar: Re: Tillamook River Bridge

This letter is a supplement to our letter of May 25, 1960, which refers to the subject bridge.

The intent of paragraph three of that letter is to advise that a modification of the proposed low-level bridge will be requested by the port commissions of Tillamook Bay, Bay City and the Tillamook County Court. This modification will, in all probability be requested at the public hearing to be held by the Corps of Engineers in connection with its review study of the Tillamook Bay project.

At this hearing it is anticipated that a request will be made for a South Jetty and for deepening of the Tillamook River channel. In connection with the channel deepening it will be necessary to modify the subject bridge to allow greater vertical clearance for ocean-going barges to pass beyond the bridge site. The bridge modification will be requested only if the large industries located beyond the bridge site declare at the public hearing an intent to use an improved river channel.

Trusting this will clarify any question of our intent, we remain

Very truly yours,

TILLAMOOK COUNTY COURT

O. E. Effenberger

O. E. Effenberger, County Judge

PORT OF TILLAMOOK BAY

Joe Velinga

Joe Velinga, President

PORT OF BAY CITY

W. L. Burdick

W. L. Burdick, President

NOTED

cc: Mr. W. C. Williams
Highway Engineer

RECEIVED
JUN - 6 1960
FOR FILING

5-1 (9)

1

3 '109

June 2, 1960

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 8, Oregon

Dear Sir:

Under date of May 29, 1959, application was made to you for a permit authorizing the construction of a bridge over the Tillamook River approximately 0.5 mile from the mouth of the river. With this application were two plans showing the proposed structure.

I now submit a revision of Sheet 2 of these plans, dated March 14, 1960. Under this revised plan the same horizonal and vertical clearances as previously proposed are provided. The change consists in a revised pier location perpendicular to the axis of the structure and a note signifying that the piers will be built adequately to provide for a future conversion of the span over the navigable channel to a lift drawbridge. This revised plan bears the approval of the Tillamook Bay Port Commission by its President and Secretary.

It is requested that this revised plan be substituted for Sheet 2 of the original proposal.

Very truly yours,

W. C. Williams
State Highway Engineer

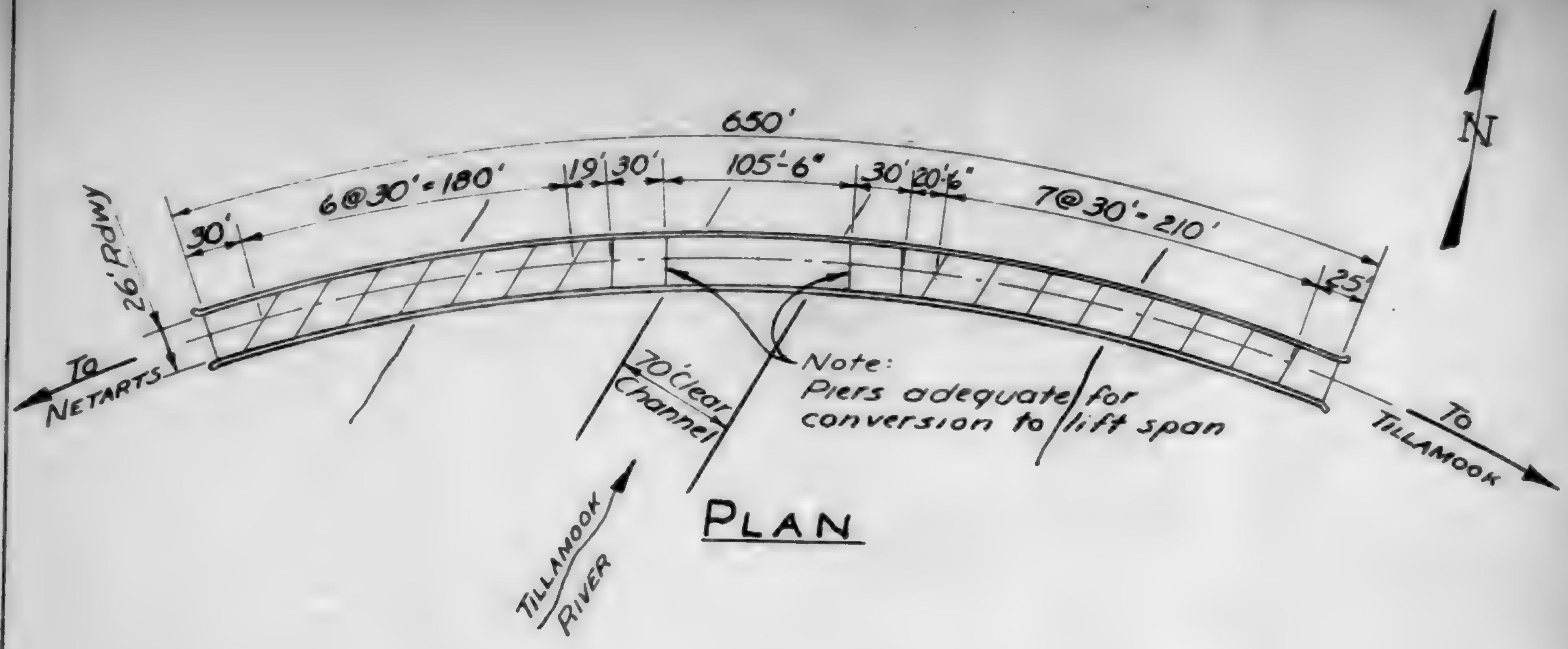
By

G. S. Paxson
Assistant State Highway Engineer

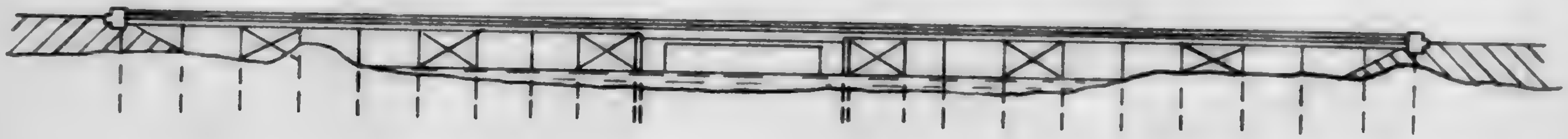
GSP:gm
Attach.

cc Tillamook County Court

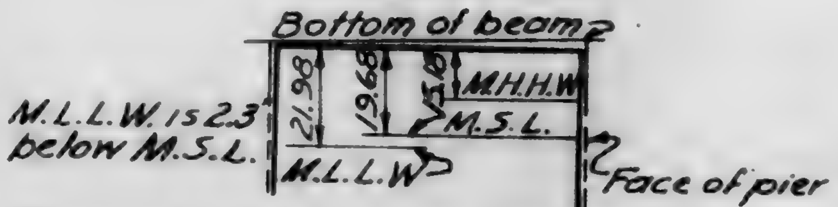
W. C. Williams
Ivan D. Merchant
J. D. Walker


650'
30'
6@30'=180'
19'
30'
105'-6"
30'
20'-6"
7@30'=210'
25'
26' Rdwy
To NETARTS
To TILLAMOOK
70' Clear Channel
Note:
Piers adequate for conversion to lift span
TILLAMOOK RIVER
N

PLAN



ELEVATION

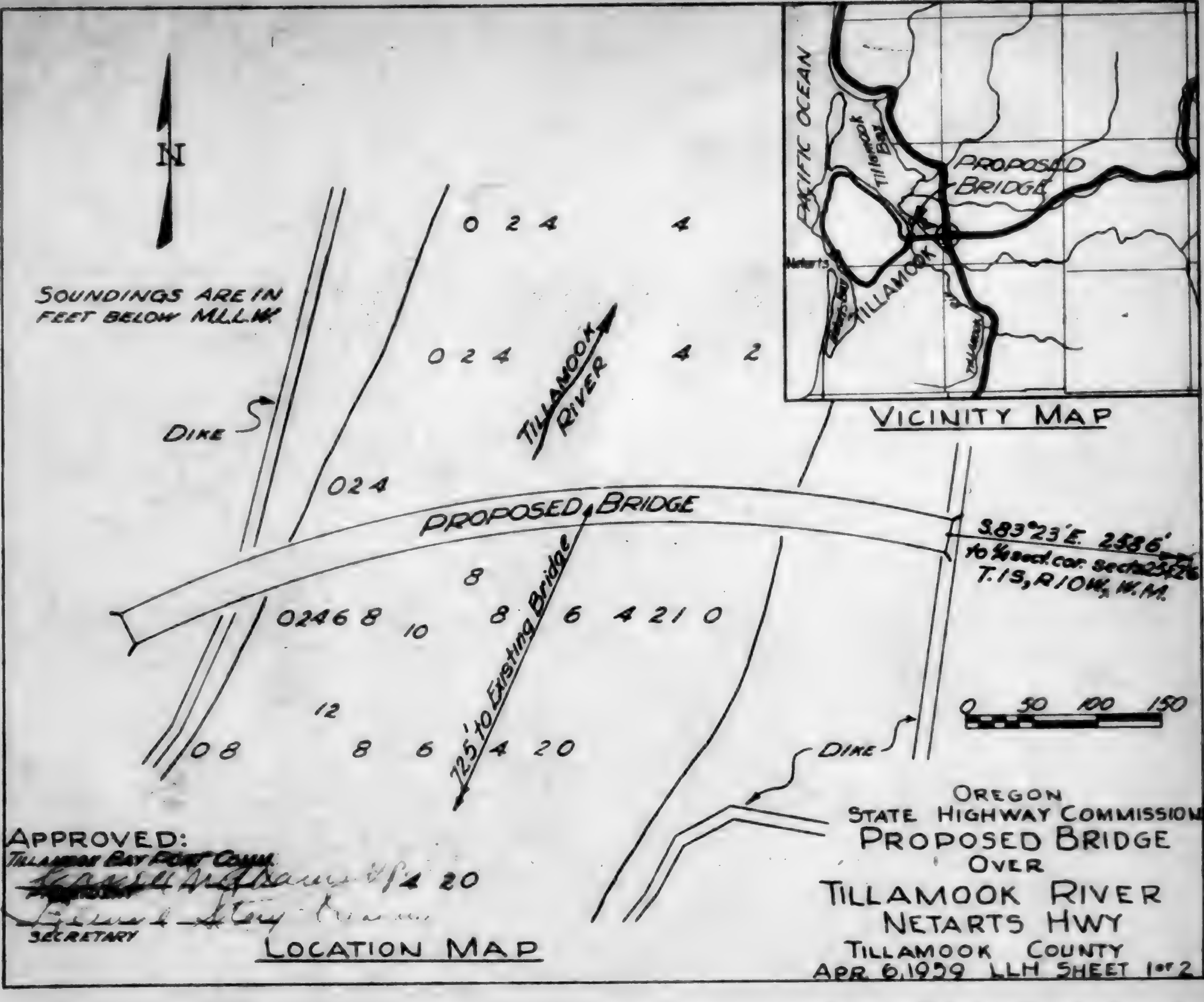

Bottom of beam
21.98
19.68
15.10
M.H.H.W.
M.S.L.
M.L.L.W.
M.L.L.W. is 2.3' below M.S.L.
Face of pier

CLEARANCE DIAGRAM

0 50 100 150

APPROVED:
TILLAMOOK BAY PORT COMM.
PRESIDENT
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
TILLAMOOK RIVER
NETARTS HWY
TILLAMOOK COUNTY
MARCH 14, 1960 JMT SHEET 2 OF 2


N
SOUNDINGS ARE IN FEET BELOW M.L.L.W.
DIKE
TILLAMOOK RIVER
0 2 4
4
0 2 4
4
2
0 2 4
PROPOSED BRIDGE
8
0 2 4 6 8
10
8
6
4 2 1 0
12
0 8
8
6
4 2 0
125' to Existing Bridge
S.83°23'E. 2586' to ¼ sect. cor. Secs. 25 & 26 T.1S, R.10W., W.M.
DIKE
0 50 100 150
PACIFIC OCEAN
Tillamook Bay
TILLAMOOK
Netarts
PROPOSED BRIDGE
VICINITY MAP
LOCATION MAP

APPROVED:
TILLAMOOK BAY PORT COMM.
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
TILLAMOOK RIVER
NETARTS HWY
TILLAMOOK COUNTY
APR. 6, 1929 LLH SHEET 1 OF 2

REFERRED TO Paxson
By State Highway Engineer

May 25, 1960

Colonel W. L. Winegar
District Engineer, Portland District
Corps of Engineers, U.S. Army
628 Pittock Block
Portland, Oregon

Re: Tillamook River Bridge

Dear Colonel Winegar:

This is in answer to your letter of 26 April 1960 and 6 May 1960, addressed to the Honorable O. E. Effenberger, County Judge, Tillamook County. In the 6 May 1960 letter you requested Tillamook County and the two port commissions concerned to indicate promptly the action desired on the pending application for a low-level bridge on the Tillamook River.

It is the desire of the three agencies signatory hereto that the bridge permit be in accordance with the revised application to be submitted to your office by the Oregon State Highway Department. This revised application for a proposed low-level structure is to include a design which will make it possible for the low-level structure to be converted into a lift bridge when future navigation needs require such conversion.

It is also our desire that the permit for a low-level structure be issued with an understanding by the Corps of Engineers that a request to convert the low-level structure to allow greater vertical clearance will in all probability be made as soon as the Corps of Engineers is provided with Federal funds to conduct the review study of the Tillamook Bay and Bar Project. This review was authorized by a Senate Public Works Committee resolution adopted 3 August, 1959. The House Appropriations bill reported out on 20 May, 1960 includes $10,000 for initiation of the review study.

If the permit for a low-level structure is issued on the basis as outlined herein, we have no objection to its issuance.

Very truly yours,

TILLAMOOK COUNTY COURT

O. E. Uffenberger, County Judge

PORT OF TILLAMOOK BAY

Joe Velinga

Joe Velinga, President

PORT OF BAY CITY

W. S. Burdick

William Burdick, President

cc: Mr. W. C. Williams
State Highway Engineer

RECEIVED
MAY 26 1960
OFFICE OF
STATE HIGHWAY ENGINEER

P

RECEIVED
MAY 24 1960

FOR FILING

5-1(a)
5744

May 23, 1960

Crown Zellerbach Corporation
Public Service Building
Portland 4, Oregon

Gentlemen:

This will acknowledge your letter of May 20 re the Tillamook River Bridge westerly of Tillamook.

What you say about the bridge is true. It is our feeling that the only satisfactory solution to this problem is the replacement of the bridge. Plans for this work have been under way for some time. We have run into an unexpected delay due to some local requests for navigation facilities; however, we believe that these will be resolved in the near future and construction can be gotten under way, as the Highway Commission has budgeted funds for the replacement.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

FC:fn

cc Mr. W. C. Williams

CROWN ZELLERBACH CORPORATION
PUBLIC SERVICE BUILDING
PORTLAND, 4, OREGON

May 20, 1960

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Request has come from our Tillamook County division relative to consideration of the posted load limit on the Tillamook River bridge immediately west of the town of Tillamook. This draw span bridge is on the State secondary highway No. 53 on the route leading to either Netarts or Bay Ocean. Considerable summer traffic to the Tillamook County beaches and to Jackson Creek Park uses this bridge.

The present posted limit is 72,000 pounds gross weight. The characteristics of the bridge are as follows:

Extreme narrowness--16' 10" between curb or rub rails; 17' 9" between upper guard rails.

Length and grade--Overall length of around 524 feet with an approximate rise of 9 feet for the center portion.

Posting--72,000-pound load limit as previously mentioned. No posting for one-way or single lane traffic.

It is felt by the log haulers that primary consideration should be given to the traffic safety problem on this bridge even to the extent of one-way traffic controlled by signals. As a secondary consideration, if one-way traffic was established, would the centering of the vehicles in the middle portion of the 16' 10" width permit revising the 72,000-pound posted load to 76,000 pounds?

Regardless of the posted limits, it is felt that traffic safety is the main thing to consider. Approximately 20 log trucks owned and operated by independent contractors delivering logs to our company go over this bridge per day. In addition to log trucks, there are other trucks hauling oil, gas, groceries, supplies, etc.

NOTED
FORREST COOPER

Mr. W. C. Williams
Page 2
May 20, 1960

Your consideration is respectfully requested in this matter.

Very truly yours,

CROWN ZELLERBACH CORPORATION

By H. P. Miller
Chief Logging Engineer

HPMiller-ps

RECEIVED
MAY 23 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN - 8 1960
FOR FILING
S-1 [illegible]
[illegible]

4-f
5-10-60

May 16, 1960

Tillamook County Court
Courthouse
Tillamook, Oregon

Gentlemen:

At its meeting on May 10, 1960 the Highway Commission considered the matter of constructing a bridge over the Tillamook River on the Netarts Secondary Highway so that the bridge might later be converted to a drawspan without loss of the present investment.

In discussing the matter, Mr. W. C. Williams, State Highway Engineer, explained to the Commission that a structure of this type could be constructed by expending an estimated additional amount of $30,000, which additional expenditure would be divided equally between the State and Tillamook County. The Commission approved the additional expenditure.

An agreement covering the details is being prepared and will be forwarded to you for approval in the near future.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:me

cc: Mr. Victor Wolfe
Mr. C. G. Swenson

RECEIVED
MAY 9 - 1960
FOR FILING

May 6, 1960

Oregon State Highway Commission

Re: Tillamook River Bridge
Netarts Secondary Highway

Gentlemen:

This project involves a bridge across the Tillamook River and grading and surfacing of approaches. Our application to the U. S. Engineers calls for a fixed bridge at a clearance which would not permit the development of the Tillamook River above the bridge for any except very minor navigation. Tillamook County is negotiating with the U. S. Engineers for a major project involving improvement of the channel entering Tillamook Bay and alleges that if the channel is improved navigation will use the Tillamook River above the bridge. The U. S. Engineers have withheld decision on our application pending agreement between Tillamook County and the State.

Tillamook County has now agreed to pay one half of the additional cost for a bridge that could later be converted into a drawspan without loss of any of the present investment. The estimated additional cost for such a structure is $30,000, which would be allocated $15,000 to the State and $15,000 to Tillamook County.

I would recommend that we be authorized to enter into an agreement with Tillamook County covering this co-operation and that we be authorised to modify our application for permit to the U. S. Engineers by showing a bridge which can later be converted into a drawspan. This will be before you for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. G. S. Paxson

GSP:gm ae

Mr. Cooper:

This project is carried on Program V dated November 25, 1958 as:

Right of Way	$ 10,000
Construction	355,000
Total	$365,000

The best estimates at present, including the bridge built to provide future conversion to a drawspan, is:

Right of Way	$ 10,000
Structure	212,000
Grading and Surfacing	135,400
Total	$367,400
Less County Co-operation	15,000
	$352,400

RECEIVED
[illegible] -6 1960
FOR FILING
S. 1 (a)
789

A. H. Tilden, County Commissioner
H. Clay Myers, County Commissioner

TILLAMOOK COUNTY
O. E. EFFENBERGER, County Judge
TILLAMOOK, OREGON

May 4, 1960

REFERRED TO
W. C. Williams
BY SECRETARY

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

In view of the possible future conversion of the proposed Tillamook River Bridge on the Netarts Secondary Highway to a draw-bridge permitting navigation on the Tillamook River above the bridge, Tillamook County hereby requests that the Oregon State Highway Commission design the bridge with this in mind and agree that Tillamook County will bear one-half of the additional cost of such a bridge over and above the cost of the fixed bridge without such navigation clearance features.

Tillamook County further requests that the State revise its application to the U. S. Corps of Engineers to show this feature on the permit drawings.

Yours very truly,

TILLAMOOK COUNTY COURT

O. E. Effenberger
County Judge

A. H. Tilden
County Commissioner

H. Clay Myers
County Commissioner

NOTED
C. S. PAXSON

RECEIVED
MAY 6 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

5/7/61

2781

April 12, 1960

Colonel W. L. Winegar, District Engineer
Corps of Engineers, U.S. Army
Pittock Block
Portland 5, Oregon

Dear Colonel Winegar: Re: Tillamook River Bridge

Attached hereto is a copy of a letter dated April 7, 1960, from the State Highway Department, which indicates that the proposed low level highway bridge to cross the Tillamook River is to be designed to allow for conversion to greater clearances at a later date when the need for such clearances arise.

As the attached letter indicates, both the State and County agree to invest an additional estimated $30,000 for more foundation supports for the proposed bridge which will make conversion possible when needed.

Since the application for a permit for this bridge was made, a port feasibility study report, entitled "Report on Port Facilities and Potential at Tillamook Bay", March 1960, has been published which indicates a potential use of the Tillamook River by barges to the head of navigation--some three miles upstream from the proposed bridge site.

It is the intention of the County and two port commissions on the bay to request the port improvements recommended in the subject report. This means a deepening of the Tillamook River. It will also mean that any bridge across the river will require an opening to allow ocean-going barges to pass. The proposed low-level bridge would, of course, have to be modified for such barge traffic.

In view of a possible need to convert the proposed low-level bridge when barge traffic on the river required conversion, we question whether your issuance of a permit for a low-level bridge now will in any way affect the evaluation of a harbor improvement program which will undoubtedly require the conversion of this bridge to allow barge traffic on the river.

We in Tillamook County are extremely anxious to have the new bridge which is badly needed. However, the industries located in the vicinity of the head of navigation on the river indicate they will need the river for barge traffic. We cannot jeopardize the needs of these industries.

We would appreciate receiving advice that your issuance of a permit for a low-level bridge will in no way affect or delay the evaluation of the major port improvement we will soon request.

Very truly yours,

TILLAMOOK COUNTY COURT

O. E. Effenberger
County Judge

cc: Port of Bay City
Port of Tillamook Bay
C. Paxson, State Highway Department

RECEIVED
APR 1[illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

P

RECEIVED
APR - 8 1960
FOR FILING
5-1(9)

8789

April 7, 1960

Tillamook County Court
Courthouse
Tillamook, Oregon

Gentlemen:

Re: Tillamook River Bridge

In accordance with conferences held with you last month we will agree to recommend to the Highway Commission that when the Tillamook River Bridge is constructed under an anticipated permit from the Corps of Engineers, U. S. Army, for the low-level structure, the design will be such that it can be converted into a lift bridge, allowing horizontal clearances of 70 feet and vertical clearances of 70 feet, by the addition of towers and operating machinery.

We understand that if this proposal is acted upon favorably by the State Highway Commission, your County will contribute to the project half of the additional cost in constructing this bridge so that it can be converted into a drawbridge. Our estimate of the additional cost to provide for this future conversion to a lift bridge is $30,000, the County's share to be one-half, or $15,000.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. Murray
Mr. W. C. Williams
Mr. Ivan D. Merchant

RECEIVED
MAR 21 1960
FORM 2-30 50M 8-57—6583
FOR FILING
5-1(?)

-7?1

P

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1960

SUBJECT: Tillamook River Bridge

To: Memorandum to file

The second conference was held with the County Court and Port Commission of Tillamook Bay at Tillamook on Wednesday, March 16. I presented to the Port revised drawings showing a structure which could be converted into a drawbridge at such time that navigation required such a provision.

Mr. Murray, Planning Engineer for the Port of Tillamook, was present and advised the Port not to approve the plan unless it provided a definite commitment from the State to assume the cost of conversion at a later date or a statement from the Corps of Engineers agreeing to consider the Tillamook River navigable above the bridge in its investigation of the need for a major port development project.

I advised that I could not commit the Highway Commission to assume conversion costs and stated that the allocation of such costs should be left open pending a future hearing and allocation under the terms of the Truman-Hobbs Act.

The matter rested with instructions to Mr. Murray to contact the District Engineer of the Corps of Engineers in an attempt to get a statement that the Tillamook River would be considered navigable in the Corps' evaluation of the major port project.

G. S. Paxson

GSP:gm
cc Mr. W. C. Williams
Mr. Ivan D. Merchant

Form B-300 Rev.—[illegible]-1-[illegible]

1345A

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

PRELIMINARY Estimate Sheet

Bridge name TILLAMOOK RIVER BRIDGE County TILLAMOOK Bridge No. 1345A

Section and station TILLAMOOK R. BR. SECT. Highway NETARTS SEC'D.

Estimate made by WJH Date 8-12-59 Checked by .... Date ....

Description 650' BRIDGE 26' RDWY. SPANS: 9 @ 30' PRECAST BM. ON TR. TIM. PILE BTS., 85' TYPE IV BM. ON DBL. SHEETED PILE PIERS 9 @ 30, 18 @ 25 PRECAST BM. SPANS ON PILE BTS.

Estimate From (Strike out the ones which do not apply)
~~No plans~~
Sketch
~~Completed plans; drawing No.~~ ....

Calc. Book No. .... Class .... Loading ....

ITEMS	UNIT	ESTIMATE			
		Quantity	Rate	Amount	
Shoring, cribbing, etc.	lump sum				
Excavation	cu. yds.				
Excavation below elevation shown	cu. yds.				
TR. TIM. piling	lin. ft.	13090	1 40	18,326	
TR. TIM. piling	No.	154	60-	9240	
.... piling	lin. ft.				
.... piling	No.				
Class A concrete	cu. yds.	859	65-	55,835	
.... concrete	cu. yds.				
Metal reinforcement	lbs.	245,000	0.14	34,300	
TREATED Lumber	M. B. M.	25.5	350-	8925	
Structural .... Steel	lbs.				
Structural .... Steel	lbs.				
Handrail	lin. ft.	1300	6-	7800	
Riprap	cu. yds.				
Removal of old bridge	lump sum	ALL	-	7500	
Maintenance of traffic	lump sum				
TYPE IV BMS.	LIN. FT.	425	30	12,750	
Subtotal				$154,676	
Plus ~~10~~ 18 per cent for contingencies & ENGR.				27,842	
Total construction cost					
~~Plus 10 per cent for engineering~~				$182,518	
Total cost					

State Printing [illegible]

B-300 Rev. 5M 6-57

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

PRELIMINARY Estimate Sheet PRELIMINARY

Bridge name TILLAMOOK RIVER BRIDGE County TILLAMOOK Bridge No. 1345-A

Section and station TILLAMOOK RIVER BR SECT Highway NETARTS SEC. 0

Estimate made by L. M. T. Date 3/7/60 Checked by .... Date ....

Description 650' Bridge, 24' Rdwy; Spans 7 @ 30', 1 @ 18'-6", 1 @ 30 ft on Tr Tim Pile Bents, 105'6" ℄ Girder Span on Dbl Sheet Pile Piers, 1 @ 30', 1 @ 20' 7 @ 30', 1 @ 25' Precast bm spans on Tr Tim pile bents.

Estimate From (Strike out the ones which do not apply) No plans / Sketch / Completed plans; drawing No. ....

Calc. Book No. .... Class .... Loading ....

ITEMS	UNIT	ESTIMATE		
		Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			
Excavation	cu. yds.			
Excavation below elevation shown	cu. yds.			
Tr Timber piling	lin. ft.	14420	1.40	20,188.00
Tr Timber piling	No.	170	60.00	10,200.00
.... piling	lin. ft.			
.... piling	No.			
Class A concrete	cu. yds.	880	65.00	57,200.00
.... concrete	cu. yds.			
Metal reinforcement	lbs.	245,000	0.14	34,300.00
.... Lumber	M. B. M.	29.5	350.00	10,325.00
Structural L. A. Steel	lbs.	127,900	0.25	31,975.00
Structural .... Steel	lbs.			
Handrail	lin. ft.	1300	6.00	7800.00
Riprap	cu. yds.			
Removal of old bridge	lump sum	All	—	7500.00
Maintenance of traffic	lump sum			
Subtotal				179,488.00
Plus 18 per cent for contingencies & Engr.				32,308.00
Total construction cost				
Plus 10 per cent for engineering				
Total cost				211,796.00

State Printing 6718

$29,278 more to provide for future lift span on 0° skew.

RECEIVED
MAR 15 1960
FOR FILING

3-1 (8)
5787

Salem, Oregon
March 10, 1960

Memorandum to file:

I held a conference with the County Court of Tillamook County concerning the Tillamook River Bridge on the Netarts Secondary Highway yesterday, March 9th. I presented to it the memorandum from Mr. French to Mr. Polk in which he suggested that in equity Tillamook County should participate in the additional cost occasioned by the modification of our plans so that the channel span could eventually be coverted to a lift drawbridge, should navigation require such a facility.

After considerable discussion, the County agreed that it would participate in the amount of 50 percent of the additional cost, this 50 percent contribution being estimated at $15,000.

Another conference is to be held on Wednesday, March 16, to obtain the formal approval of the Port of Tillamook Bay for the modification of the plans that were submitted to the U. S. Engineers some months ago.

GSP:gm
cc Mr. W. C. Williams

G. S. Paxson

[illegible]EIVED
11 1960
FOR FILING

S-1(9)

08-00.2

February 26, 1960

Mr. C. G. Polk, Division Engineer
Salem, Oregon

B. M. French, Regional Engineer
Portland, Oregon

Oregon S-1(9) - Tillamook River Bridge Clearance

Reference is made to our memo of December 31, 1959 to Mr. S. E. Ridge, Special Programming Coordinator in the Washington office, in which it was stated that we could participate with Federal funds in provision of features which would make possible the future provision of a lift span when and if this were needed for navigational purposes.

However we feel that it would be very desirable, and equitable, that Tillamook County participate in the cost of such a provision, since it would be made entirely for a rather doubtful necessity of future navigation requirements upstream from the bridge.

JFC:mf

cc: WO

RECEIVED
MAR - 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 11 1960
FOR FILING

P

5-1191 Preliminary

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Preliminary

Bridge name Tillamook River Bridge County Tillamook Bridge No. [illegible]

Section and station Tillamook River Br Sect Highway Netarts Sec'n

Estimate made by J. M. T. Date 3/7/60 Checked by .... Date ....

Description 650' Bridge, 26' Rdwy ; Spans 9 @ 30' Precast Bm on Tr Tim Pile Bents, 85 H R Girder Span on Old Sheeted Pile Piers 9 @ 30' 1 @ 25' Precast Bm Spans on Pile Bents

Estimate From (Strike out the ones which do not apply) No plans / Sketch / Completed plans; drawing No. ....

Calc. Book No. .... Class .... Loading ....

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount	
Shoring, cribbing, etc.	lump sum				This is for a skewed crossing Not used
Excavation	cu. yds.				
Excavation below elevation shown	cu. yds.				
Tr Timber piling	lin. ft.	13,750	1 40	19250 00	
Tr Timber piling	No.	162	60 00	9720 00	
.... piling	lin. ft.				
.... piling	No.				
Class A concrete	cu. yds.	890	65 00	57850 00	
.... concrete	cu. yds.				
Metal reinforcement	lbs.	245,000	0 14	34,300 00	
Treated Lumber	M. B. M.	29.5	350 00	10,325 00	
Structural L.A. Steel	lbs.	87200	0 25	21,800 00	
Structural .... Steel	lbs.				
Handrail	lin. ft.	1200	6 00	7,800 00	
Riprap	cu. yds.				
Removal of old bridge	lump sum	All	7500 00	7500 00	
Maintenance of traffic	lump sum				
Subtotal				168,545 00	
Plus 18% per cent for contingencies				30,338 00	
Total construction cost					
Plus 10 per cent for engineering					
Total cost				$198,883 00	

State Printing 4718

$16,365 more to provide for future lift span on 60° skew.

RECEIVED
JAN - 5 1960
FOR FILING

January 4, ~~1959~~ 60

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Tillamook River Bridge

I am attaching three copies of a letter from Judge Effenberger of Tillamook County to The District Engineer, U. S. Corps of Engineers, in which he asks that the project be authorized as a low-level bridge with provisions so that it can be converted to a lift bridge later if conditions justify.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4 30 December 1959

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. W. C. Williams, State Highway Engineer

Gentlemen:

As requested orally by Mr. G. S. Paxson this date, four copies of a letter received by this office from the Tillamook County Court concerning proposed bridge west of the city of Tillamook are inclosed.

Very truly yours,

W. L. Winegar

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

1 Incl
Ltr fm Tillamook
County Court (in quad)

RECEIVED
DEC 31 1959
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

A. H. Tilden, County Commissioner

H. Clay Myers, County Commissioner

TILLAMOOK COUNTY

O. E. EFFENBERGER, County Judge

TILLAMOOK, OREGON

December 28, 1959

The District Engineer
Pittock Block
Portland, Oregon

Dear Sir:

The Tillamook County Court respectfully requests that permission be granted to the Oregon State Highway Commission for construction over the Tillamook River approximately one mile west of Tillamook City of a low-level bridge which could later be converted to an opening unit, when and if river traffic justifies such conversion.

Yours very truly,

TILLAMOOK COUNTY COURT

O. E. Effenberger
County Judge

R

RECEIVED
NOV 13 1959
FOR FILING

S-1(4

[illegible]

November 13, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of November 2 in which you inquired as to the present condition of the Tillamook River Bridge on the Tillamook-Netarts Secondary Highway.

Our records disclose that we have had only one request to open the swing span of the existing bridge since 1952. This request was made within the past month by a fisherman with an outside trolling boat. He wished to berth his vessel upstream from the bridge for the winter to allow it to remain in fresh water. When the condition of the bridge was explained to him, he was satisfied and made other arrangements.

In our opinion, the center pile pier of the existing bridge is in such condition that no attempt should be made to open or move the swing span. With some repair work on the deck of the bridge the swing span will carry traffic safely as long as it is in a closed position. We will take care of the necessary maintenance as the need occurs.

The present structure is narrow and, from a traffic standpoint, inadequate, but by maintenance work we can safely continue to use it until such time as we have sufficient funds in our secondary highway budget to build the new structure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

cc Mr. Ivan Merchant

R

RECEIVED
NOV 10 1959
FOR FILING

[illegible]

[illegible]

November 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of November 2 in which you inquired as to the present condition of the Tillamook River Bridge on the Tillamook-Netarts Secondary Highway.

In our opinion, the present bridge is in such condition that it will carry traffic safely if no attempt is made to open or move the swing span. We do not believe we should attempt to open this bridge.

The deck on the present bridge needs to be replaced and there is additional repair work needed on the piers, bulkheads, et cetera.

The present structure is narrow and, from a traffic standpoint, inadequate, but by maintenance work we can safely continue to use it until such time as we have sufficient funds in our secondary highway budget to build a new structure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Salem, Oregon
November 3, 1959

J. D. Walker
Division Engineer
BUILDING

As per your request for a revised estimate on the Tillamook River Drawspan, M.P. 7.36, Netarts Secondary Highway #131, the requested estimate is submitted herewith. This estimate excludes at this time the replacement of the dolphins and shear booms, and includes only minor repairs to the bracing caps and sheathing on the center and end piers, since it is planned not to open the drawspan for river traffic. The painting on the steel span has also been reduced to a minimum.

These repairs should carry the structure for 4 or 5 years until further study is made for the need of a high level structure.

	Previous Estimate	Revised Estimate
Redecking steel span	$ 6,250	$ 6,250
Repairs to piers and sheathing	6,600	2,000
Replacing dolphins and shear boom	6,000	-----
Repainting steel span	1,200	500
Repainting timber H.R. 1144'	850	575
Repairs to existing bulkheads	-----	500
	$20,900	$ 9,825
Contingencies		175
		$10,000

H. W. Hughlett

H. W. Hughlett

HWH:pa
[illegible] L. A. DeFrance
G. D. Anderson

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.4-DA

408 State Highway Building
Salem, Oregon

November 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon FAS Route No. 616
Tillamook-Netarts Section

Dear Sir:

A complaint has been received, through channels, that the bridge across the Tillamook River approximately one mile west of Tillamook, cannot be opened to permit ships to pass through.

Please advise concerning the present condition of the bridge.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
NOV - 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
October 22, 1959

Tillamook River
Draw Span

P. M. Stephenson
Assistant State Highway Engineer

Attached is a report by Mr. Morton W. Hughlett dated October 21, 1959, estimating the cost of reconditioning the Tillamook River Draw Span in case this bridge is not reconstructed at this time.

Mr. Hughlett estimates that work to be required in 1960 will total $27,900 and that additional work in 1965 would cost $26,250, a total of $54,150 to carry the structure for the next 10-year period.

I. A. DeFrance
Maintenance Engineer

IAD:je

Enclosure

Salem, Oregon
October 21, 1959

Mr. I. A. DeFrance
Maintenance Engineer
OFFICE

Attached hereto is estimate for repairing the Tillamook River Draw-span, M.P. 7.37 on Netarts Secondary Highway #131.

The last timber boring reports taken October 19, 1959 indicated the P.O. cedar piling are in good condition, a few which will require cutting off and corbeling.

The sheeting and bracing on the center and end piers should all be replaced and bolted. Several caps in the center pier would be replaced.

These repairs to the piers would put the swing span in operative condition to be opened for river traffic.

The pier protection dolphins and shear boom are all decayed and will require replacing if any rafting or towing is done.

The nailing ties, decking, felloe guards and handrail are all decayed on the steel swing span and will have to be replaced this year, 1960. Also, the steel span will require repainting as the painting and repairs have been deferred due to the proposed construction.

The existing piling and timbering in the approach spans should be good for another five years with minor repairs, after which they will have to be retimbered.

Estimated cost 1960 by State Forces

Redeck steel span	$6,250.
Repairs to piers	6,600
Replacing dolphins	6,000
Repaint steel & HR	7,050
	$20,900

Estimated 1965 -

Redeck approach bents $26,250

Total - - - - - - - - - - - - - - - - - - - $47,150.00

If the drawspan is retimbered and the existing roadway section maintained, the 3-17' PT spans at M.P. 7.20, Bridge #8641 will also be required to be replaced. This structure is badly decayed and was on the 1958 approved budget for replacement with pipe and fill but was deferred due to the reconstruction project which has been cancelled.

ESTIMATE

Replace 3-17' PT spans with 66' of 60" CMP and fill, remove bridge, base rock surfacing and pave.	$ 7,000.00
Tillamook River Bridge estimate	47,150.00
Total for project	$54,150.00
Total for 1960	27,900.00
Total for 1965	$26,250.00

With these repairs and timber replacements, the structure would be safe for the next 10 year period.

Attached also are timber borings taken October 19, 1959.

H. W. Hughlett
State Bridge Superintendent

HWH:pa
attach.
cc: J. D. Walker
G. D. Anderson

Tillamook River Drawspan
Highway #131, M.P. 1.73
9-19' PT spans, 1-160'
Steel Truss, 10-19' PT spans

ESTIMATE FOR REPAIRS

Repairs required to hold structure for 10 year period and to open drawspan.

1.	Redecking 160 steel span replacing HR & FG	
	25 M. F.B.M. untreated lumber in place @ 250 M.	$ 6,250.00
		$ 6,250.00
2.	Corbel decay piling and retimbering center and end piers	$
	Repairs to rollers and end bearing	250.00
	Corbel decay piling	850.00
	Caps, sheeting, and bracing 11 M @ $500	5,500.00
		$ 6,600.00
3.	Pier protection dolphins and shear boom repairs	$
	6-5 Pile dolphins 30 piling in place @ $150	4,500.00
	8 Piling in Shear boom and repairs to boom	1,500.00
		$ 6,000.00
4.	Repaint Steel span	$ 1,200.00
	Repaint timber HR 1144' two coats	850.00
		$ 2,050.00
5.	Alternate: Reinforce center and end piers for fixed span. Corbels bracing and sheeting 8 M @ $500 = $4,000.	
6.	Redeck and retimber approach spans 1965 (Existing timbering in approach estimated good for 5 years with minor repairs as required	
	105 M. F.B.M. untreated lumber @ $250	$26,250.00
		$26,250.00
		$47,150.00

RECEIVED
NOV 13 1959
FOR FILING

S-1(9)
23-99
94-99.1

RECEIVED
NOV 10 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. P. F. Reystur, Assistant Commissioner
for Operations, Washington, D. C.

November 6, 1959

R. M. French, Regional Engineer
Portland, Oregon

Navigation Clearances - Tillamook River Bridge
Oregon S-1(9)

Reference is made to Mr. Polk's memo of October 8, 1959, the State of Oregon letter of October 6, Corps of Engineers letter of October 1 and transcript of the Corps of Engineers Hearing held at Tillamook, Oregon on September 1.

These documents were sent you on October 9, 1959.

I believe the proposal to construct this bridge at the higher elevation, in the light of the testimony produced at the hearing is very unreasonable, and that the extra cost of approximately $300,000 over the cost of a lower clearance structure is not economically justified.

I believe that the Bureau should strongly oppose a finding on the part of the Corps of Engineers that the State's plan be not approved.

In Mr. Ridges' memo of October 14 it is noted that the Corps of Engineers has approved, in a number of instances, the proposal to construct bridges over waterways in such a manner that movable spans could be provided later, when and if the need for greater vertical clearance should arise.

The State's offer to make this provision in the design of the Tillamook River Bridge was apparently unwarrantedly rejected by the local district office of the Corps of Engineers.

We have reason to believe that such provision in this case would cost in highway funds, some $85,000 which appears also unreasonable since it would be for the benefit of waterborne commerce whose future development seems to be extremely remote. However it might provide a means of securing this badly needed structure at an earlier date, with some savings to highway traffic and lessened traffic hazard.

We would appreciate any information you may have as to Federal participation in costs of these structures which in their original construction provided for future conversion to movable spans.

NOTED

[illegible]

[illegible] 1959

Major General E. C. Itschner, U.S.A.
Chief of Engineers
Department of the Army
Washington 25, D. C.

Dear General Itschner:

I am enclosing a copy of a letter from Miss Elaine [illegible] of Netarts, Oregon, and a copy of our reply to her inquiry regarding operation of a drawbridge near Tillamook, Oregon.

Inasmuch as the bridge in question crosses a navigable river, your attention is being invited to this matter.

Sincerely yours,

[illegible]
Assistant to the
Federal Highway Administrator

Enclosures (2)

cc - Regional Engineer B. M. French, Oregon

NOTED
P. M. STEPHENSON

RECEIVED
NOV 10 1959
OFFICE OF
STATE HIGHWAY ENGINEER

22-46

Miss Elaine [illegible]
Secretary, Netarts Boat Club
Netarts, Oregon

Dear Miss [illegible]:

Reference is made to your letter of October 13, 1959, relative to the operation of a drawbridge crossing the Tillamook River at a point one mile west of the city of Tillamook, Oregon.

Under existing laws the actual maintenance of State highways and bridges in your State is performed by the State Highway Department and local government agencies. The bridge in which you are interested is on a route that is included in a Federal-aid highway system. This establishes its eligibility for improvement or reconstruction, with the participation of Federal-aid highway funds in its cost if requested by the State, and if found justified by the Bureau of Public Roads. Such improvements must, by law, be limited to those that are substantial in character and which are clearly in the nature of original construction or major reconstruction. The use of Federal-aid highway funds for maintenance and operational purposes in all States except Alaska, is specifically prohibited by law. Inasmuch as the Federal-aid highway legislation provides for the States to initiate new projects for Federal-aid highway improvements, it would be appropriate to direct your presentations relative to this bridge to the Oregon State Highway Department at Salem.

A copy of your letter is being sent to our field office administering Federal-aid matters in Oregon, for its information. We are also forwarding a copy of your letter to the Corps of Engineers, which has jurisdiction over navigable waterways, for its consideration.

Sincerely yours,

Paul F. Royster
Assistant to the
Federal Highway Administrator

cc - Regional Engineer B. M. French, Oregon

Note Mr. B. M. French: Please have this matter looked into at your convenience.

M. B. Christensen

C O P Y

October 13, 1959

Department of Commerce
Washington, D. C.

Dear Sir:

We, as a club, are interested in the welfare of this community and our waterways and we strongly feel that we should call this matter to your immediate attention.

We have a drawbridge that crosses the Tillamook River one mile west of the city of Tillamook, Oregon. On this bridge reads a sign that after forty-eight hours notice the bridge will be opened to let ships through. This is a vital water way, however, at Salem, the capital, they refuse to open this bridge and they give as their reason the bridge is in too bad a shape to open and cross. This bridge is very dangerous for heavy traffic as it is too narrow for heavy log trucks and many cars to pass through.

We feel that your department should go through proper channels and see that this bridge is put in repair so that ships can pass through it at any time.

Hoping this matter gets prompt action and that we may hear from you soon in regard to this, we remain

Yours very truly,

Netarts Boat Club
By--Sec'y

RECEIVED
[illegible] 1959
FOR FILING
5-1 [illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1959

SUBJECT: Tillamook River
Draw Span

To:

P. M. Stephenson
Assistant State Highway Engineer

Attached is a report by Mr. Horton W. Hughlett dated October 21, 1959, estimating the cost of reconditioning the Tillamook River Draw Span in case this bridge is not reconstructed at this time.

Mr. Hughlett estimates that work to be required in 1960 will total $27,900 and that additional work in 1965 would cost $26,250, a total of $54,150 to carry the structure for the next 10-year period.

I. A. DeFrance
Maintenance Engineer

IAD:je

Enclosure

NOTED
P. M. STEPHENSON

RECEIVED
[illegible] 1959
OFFICE OF
[illegible] ENGINEER

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21, 1959

SUBJECT:

To: Mr. I. A. DeFrance
Maintenance Engineer
OFFICE

Attached hereto is estimate for repairing the Tillamook River Drawspan, M.P. 7.37 on Netarts Secondary Highway #131.

The last timber boring reports taken October 19, 1959 indicated the P.O. cedar piling are in good condition, a few which will require cutting off and corbeling.

The sheeting and bracing on the center and end piers should all be replaced and bolted. Several caps in the center pier would be replaced.

These repairs to the piers would put the swing span in operative condition to be opened for river traffic.

The pier protection dolphins and shear boom are all decayed and will require replacing if any rafting or towing is done.

The nailing ties, decking, felloe guards and handrail are all decayed on the steel swing span and will have to be replaced this year, 1960. Also, the steel span will require repainting as the painting and repairs have been deferred due to the proposed construction.

The existing piling and timbering in the approach spans should be good for another five years with minor repairs, after which they will have to be retimbered.

Estimated cost 1960 by State Forces

Redeck steel span	$6,250.
Repairs to piers	6,600
Replacing dolphins	6,000
Repaint steel & HR	7,050
	$20,900

Estimated 1965 -		
Redeck approach bents	$26,250	
Total - - - - - - - - - - - - - - - - - - -		$47,150.00

If the drawspan is retimbered and the existing roadway section maintained, the 3-17' PT spans at M.P. 7.20, Bridge #5641 will also be required to be replaced. This structure is badly decayed and was on the 1958 approved budget for replacement with pipe and fill but was deferred due to the reconstruction project which has been cancelled.

ESTIMATE

Replace 3-17' PT spans with 66' of 60" CMP and fill, remove bridge, base rock surfacing and pave.	$ 7,000.00
Tillamook River Bridge estimate	47,150.00
Total for project	$54,150.00
Total for 1960	27,900.00
Total for 1965	$26,250.00

With these repairs and timber replacements, the structure would be safe for the next 10 year period.

Attached also are timber borings taken October 19, 1959.

H. W. Hughlett
H. W. Hughlett
State Bridge Superintendent

HWH:pa
attach.
cc: J. D. Walker
G. D. Anderson

Tillamook River Drawspan
Highway #131, M.P. 1.73
9-19' PT spans, 1-160'
Steel Truss, 10-19' PT spans

ESTIMATE FOR REPAIRS

Repairs required to hold structure for 10 year period and to open drawspan.

1.	Redecking 160 steel span replacing HR & FG	
	25 M. F.B.M. untreated lumber in place @ 250 M.	$ 6,250.00
		$ 6,250.00
2.	Corbel decay piling and retimbering center and end piers	$
	Repairs to rollers and end bearing	250.00
	Corbel decay piling	850.00
	Caps, sheeting, and bracing 11 M @ $500	5,500.00
		$ 6,600.00
3.	Pier protection dolphins and shear boom repairs	$
	6-5 Pile dolphins 30 piling in place @ $150	4,500.00
	8 Piling in Shear boom and repairs to boom	1,500.00
		$ 6,000.00
4.	Repaint Steel span	$ 1,200.00
	Repaint timber HR 1144' two coats	850.00
		$ 2,050.00
5.	Alternate: Reinforce center and end piers for fixed span.	
	Corbels bracing and sheeting 8 M @ $500 = $4,000.	
6.	Redeck and retimber approach spans 1965	
	(Existing timbering in approach estimated good for 5 years with minor repairs as required	
	105 M. F.B.M. untreated lumber @ $250	$26,250.00
		$26,250.00
		$47,150.00

Bridge Inspection Report

Form 179-a 2-A

HIGHWAY DEPARTMENT

Sheet 1 of

For bridge No. 1345 Over TILLAMOOK RIVER (Name of waterway) Br. Loc. No. 131-01.73

Located 1.2 (Distance) miles West (Direction) from Tillamook (Nearest shipping point)

In Section 26 (or between section ,), Twp. 1S, Range 10 W

County of Tillamook Local name of bridge

Name and number of highway Netarts #131 From Tillamook to Oceanside (Give state highway number, market road number, etc., and also terminals)

Mileage numbering from Junction Oregon Coast Hwy. #9 (State exact point from which mileage is measured)

Structure built by Clackamas Constr. Co. Date of construction 1928 Cost $18675.20

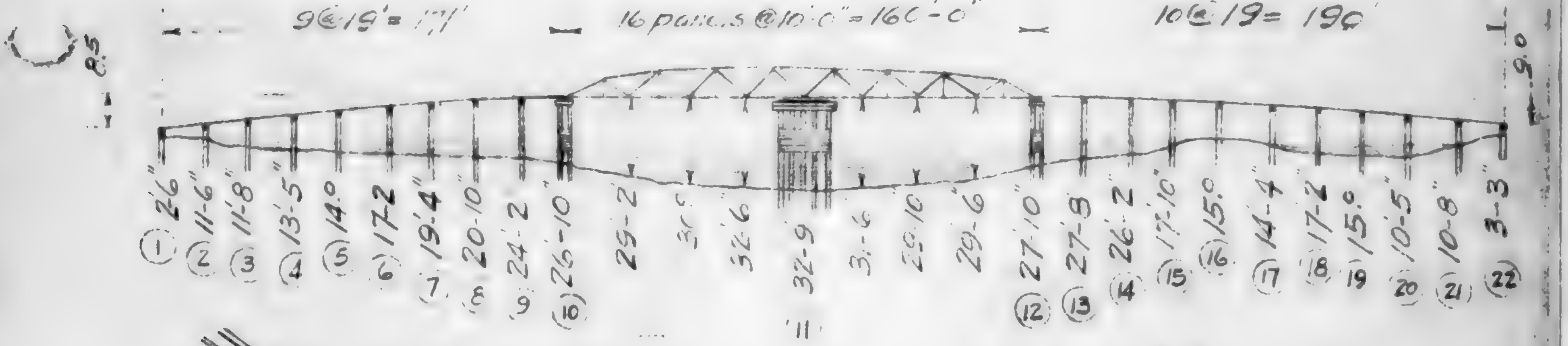
Date of original inspection July 1941 Inspection and report by E.G. Ricketts (Engineer)

GENERAL DESCRIPTION OF STRUCTURE

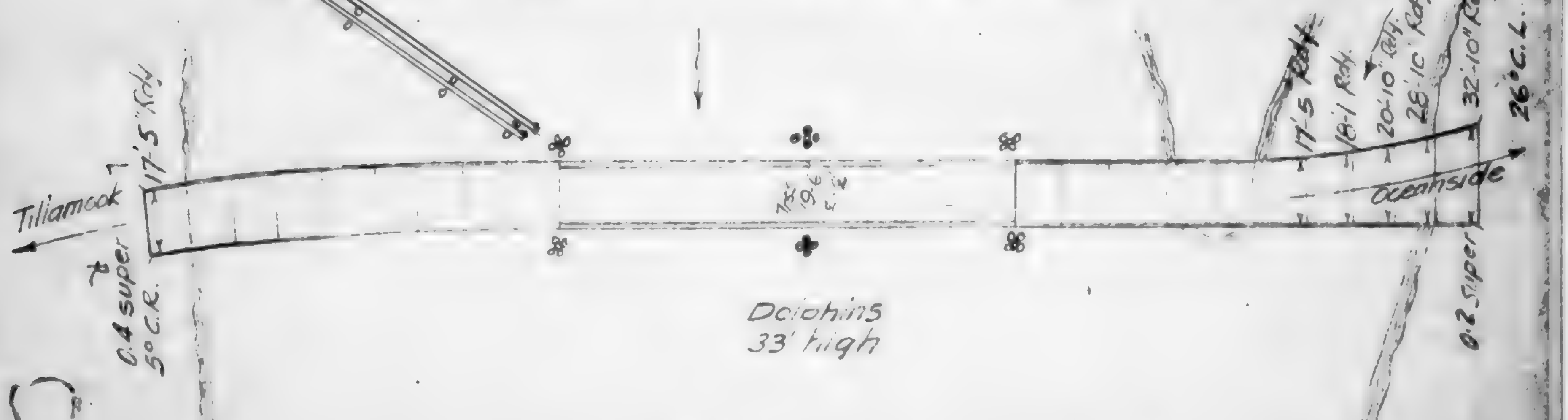
(1) (State number and length of spans, roadway widths, type of structure, etc.) 9-19' P.T. spans, 1-160' Steel pony Trs. swing Span on piling piers, 10-19' P.T. Spans 17-5" Rdy. 4x12"-2x2" deck flared to 32'-10" Rdy. at West end. 8 lines 6"x16" Strs. 14-6"x16" Strs. in West end span 34' deck to streambed.

(2) Location, description and elevation of all permanent bench marks and datum to which referred:

(3) General sketch of structure: Dwgs. #3553, 4 5, 6
E.H.W. Aug. 1941


9@19' = 171'
16 panels @10'-0" = 160'-0"
10@19' = 190'
8.5
9.0
① 26"
② 11-6"
③ 11-8"
④ 13-5"
⑤ 14.0
⑥ 17.2
⑦ 19-4"
⑧ 20-10
⑨ 24-2
⑩ 26-10
29-2
30
32-6
⑪ 32-9
31-6
29-10
29-6
⑫ 27-10
⑬ 27-8
⑭ 26-2
⑮ 17-10
⑯ 15.0
⑰ 14-4
⑱ 17-2
⑲ 15.0
⑳ 10-5
㉑ 10-8
㉒ 3-3

Heights are from bottom of stringers or lower chord to ground.


Tillamook
17'-5" Rdy.
0.4 super
5° C.R.
Dolphins
33' high
17'-5 Rdy.
18'-1 Rdy.
20'-10" Rdy.
28'-10" Rdy.
32'-10" Rdy.
26° C.L.
Oceanside
0.2 super

File Copy

Form E-167—4M—Revised—8-44

Oregon State Highway Commission

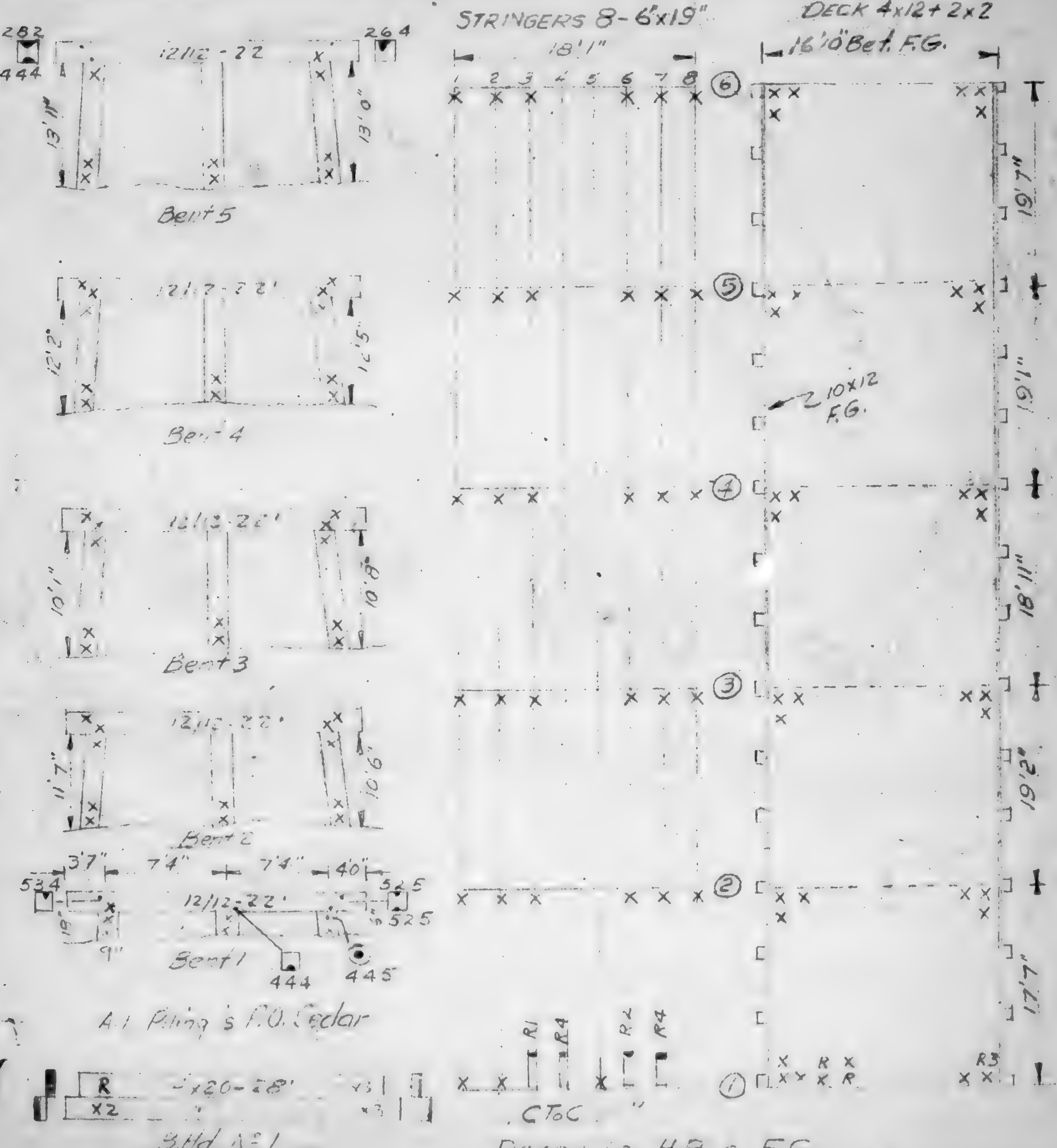
BRIDGE INVENTORY INSPECTION RECORD

Sheet 1 of 7

Bridge No. 1345

Bridge over Tillamook River on Netarts 2[illegible] Highway No. 131

in [illegible] County. Inspected 10/19/59 by Bangert Location No. 01


STRINGERS 8-6"x19"
DECK 4x12+2x2
18'1"
16'10" Bet. F.G.
1 2 3 4 5 6 7 8
⑥
⑤
④
③
②
①
282
444
264
12/12-22
13'11"
13'0"
Bent 5
12/12-22'
12'2"
12'5"
Bent 4
12/12-22'
10'1"
10'8"
Bent 3
12/12-22'
11'7"
10'6"
Bent 2
3'7"
7'4"
7'4"
4'0"
534
525
525
12/12-22'
Bent 1
444
445
19'7"
19'1"
18'11"
19'2"
17'7"
2 10x12 F.G.
R1
R4
R2
R4
R
R3
A-1 Piling's P.O. Cedar
R
X2
x20-28'
B.Hd No1
CtoC
Decay in H.R. & F.G.

Form E-107—436—Revised—8-44

Oregon State Highway Commission

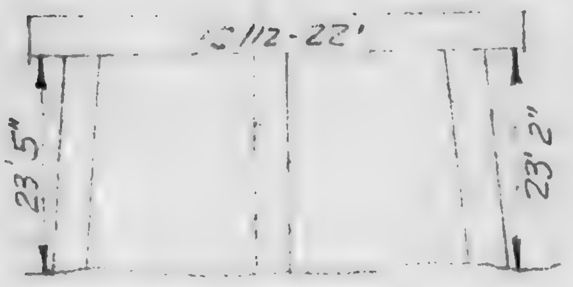
BRIDGE INVENTORY INSPECTION RECORD

Sheet 2 of 7

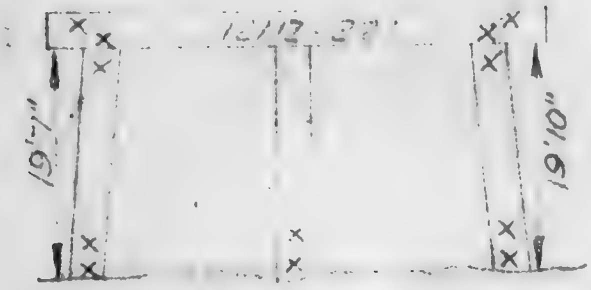
Bridge No. 1345

Bridge over TILLAMOCK RIVER on Neta-ts 2nd Highway No. 131

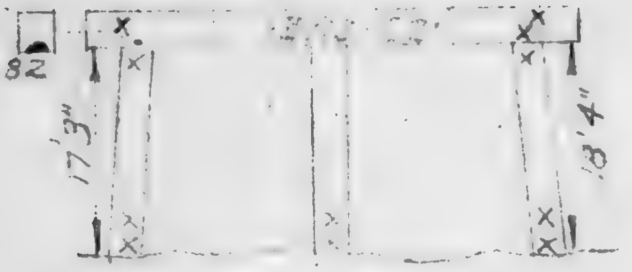
in Tillamook County. Inspected 10/19/59 by Bangert Location No. 01 73


12/12-22'
23'5"
23'2"

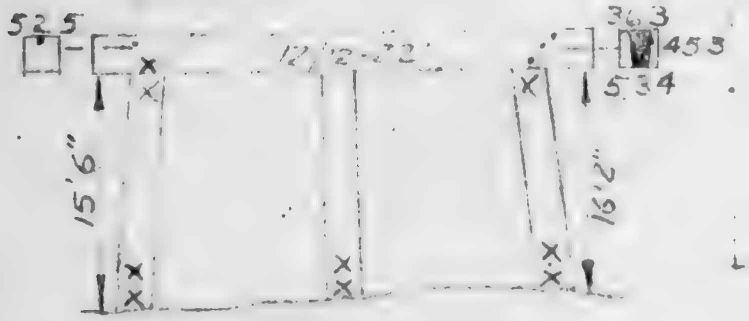
Bent 9


12/12-22'
19'7"
19'10"

Bent 8

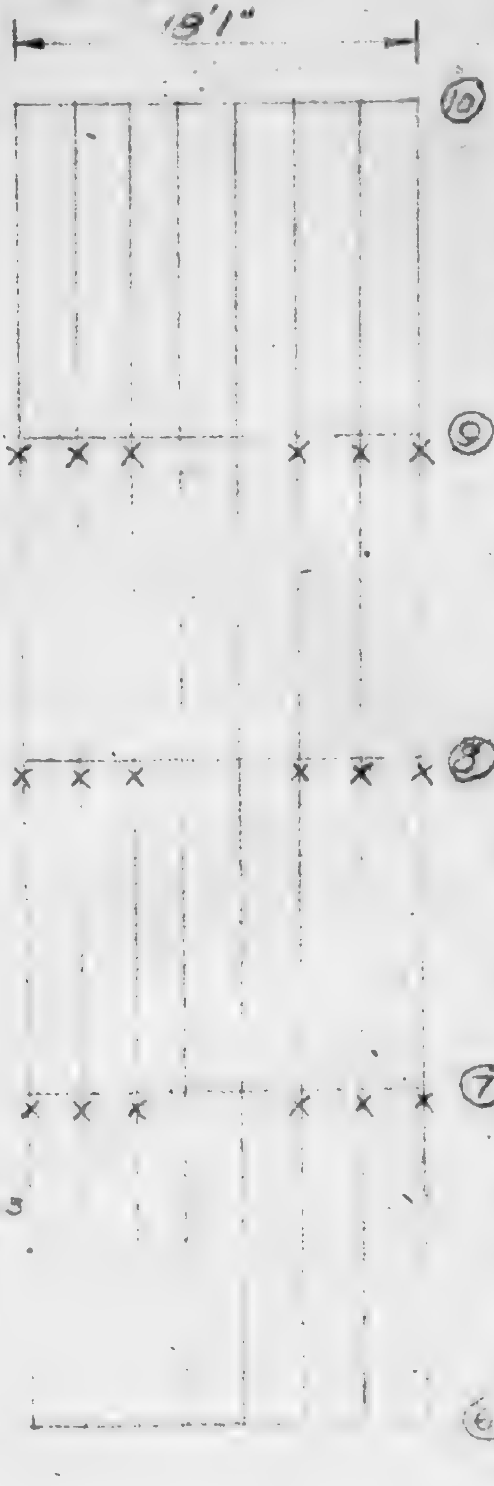


Bent 7

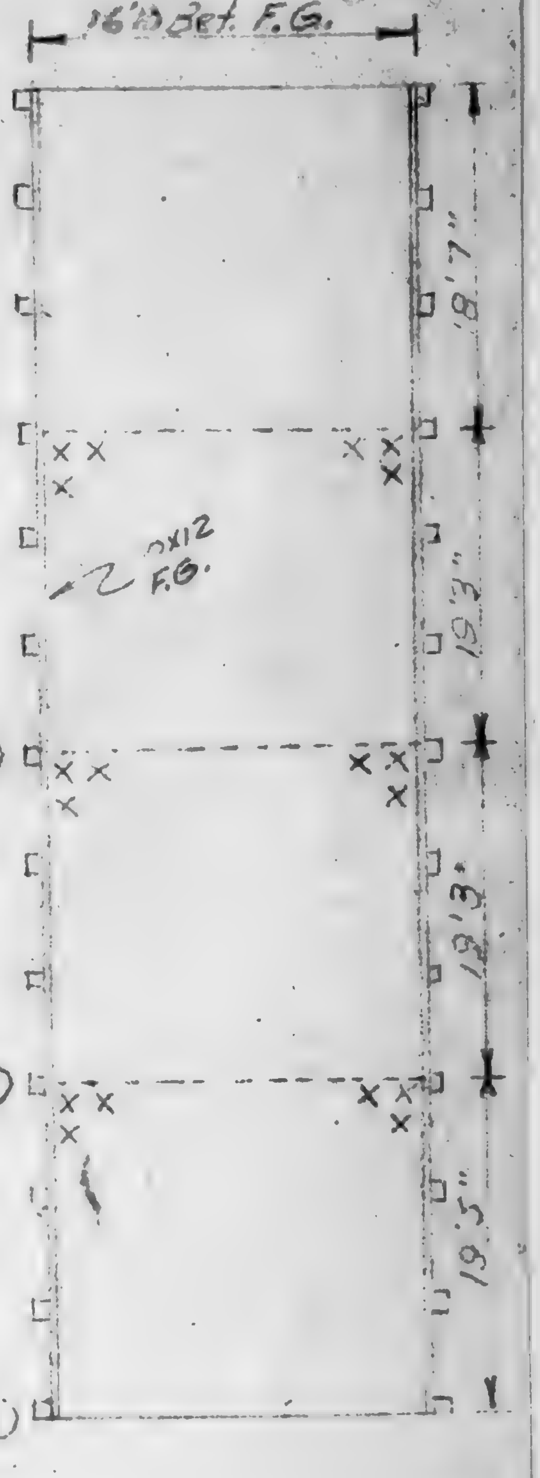

525
363
453
534
12/12-22'
15'6"
16'2"

Bent 6

STRINGERS
8-6x19



DECK
4x12 + 2x2


16'0 Bet. F.G.
2x12 F.G.
18'7"
19'3"
19'3"
19'5"

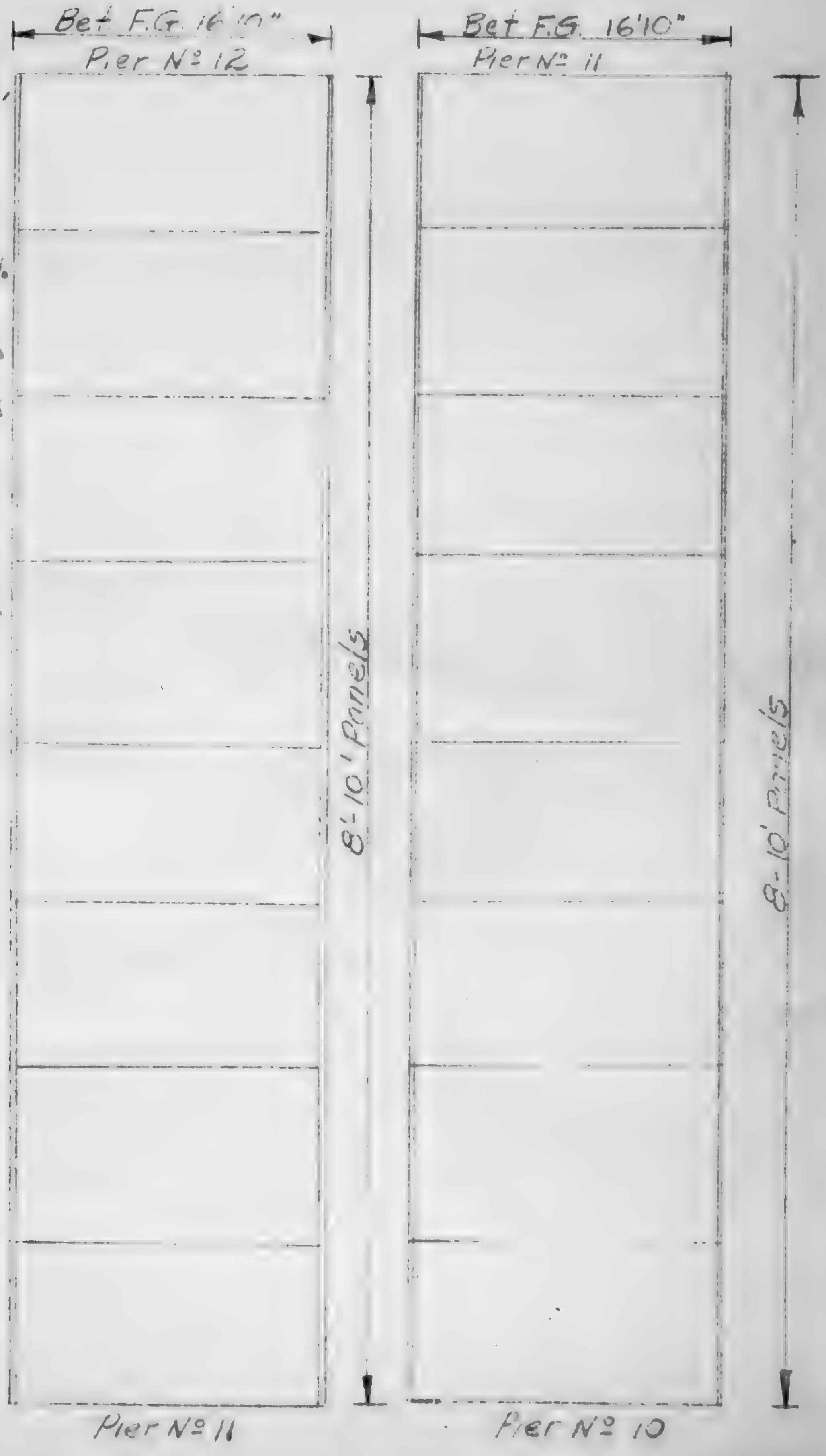
Form K-167—4M—Revised—8-44

Oregon State Highway Commission
BRIDGE INVENTORY INSPECTION RECORD

Sheet 3 of 7
Bridge No. 1345

Bridge over TILLAMOOK RIVER on NETARTS 2nd Highway No. 131 (2A)
in TILLAMOOK County. Inspected 10-19-59 by BANGERT Location No. (01 73)

Deck on swing span is decayed, & 2x2 is SOFT on entire deck, which is allowing the W.S. to crack & break. Sheathing on pier 10, 11, & 12 is broken & loose, H.R. & F.G. on swing span is 50 to 60% decayed. Some of the sway & tower bracing is loose & broken. ALL of the dolphins are completly decayed & some are broken off @ the water line. Truss is rusty & scaling, paint is in poor condition. Bumper strips are loose & decayed.


Bet F.G. 16'10"
Pier No 12
8-10' Panels
Pier No 11
Bet F.G. 16'10"
Pier No 11
8-10' Panels
Pier No 10

Form E-167—4M—Revised—8-44

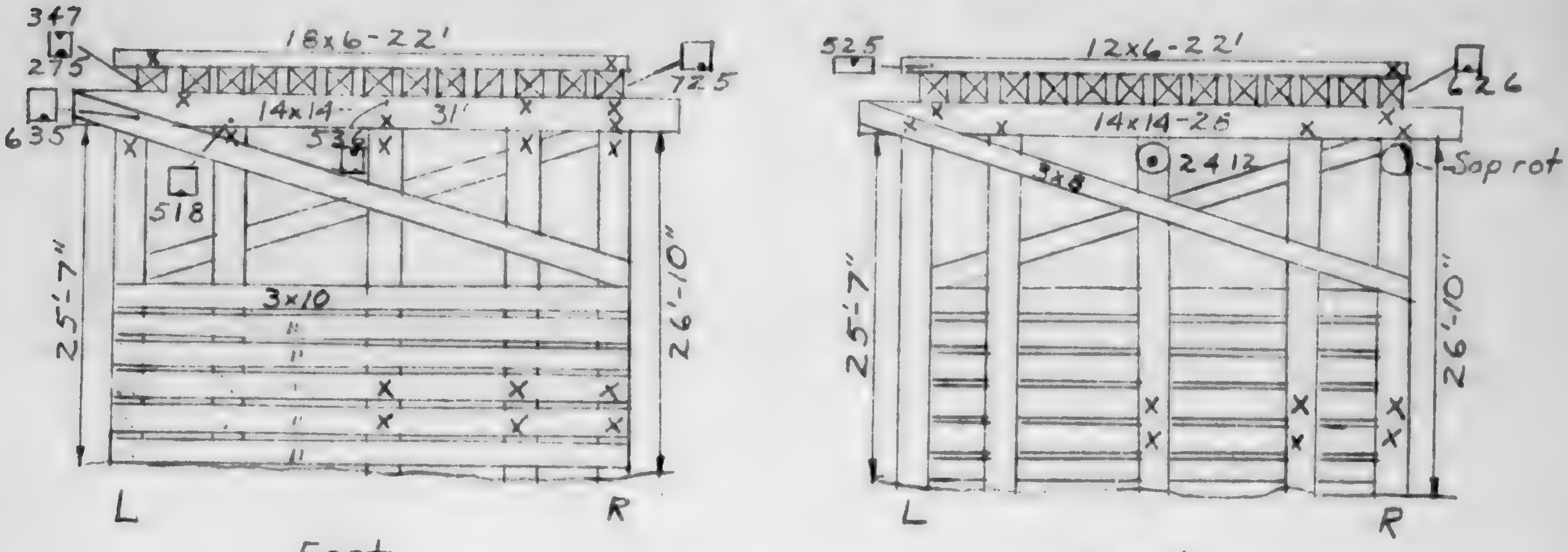
Oregon State Highway Commission
BRIDGE INVENTORY INSPECTION RECORD

Sheet 4 of 7

Bridge No. 1345

Bridge over Tillamook River on Netarts Highway No. 131

in Tillamook County. Inspected 10/19/59 by Bongert Location No. 01 73



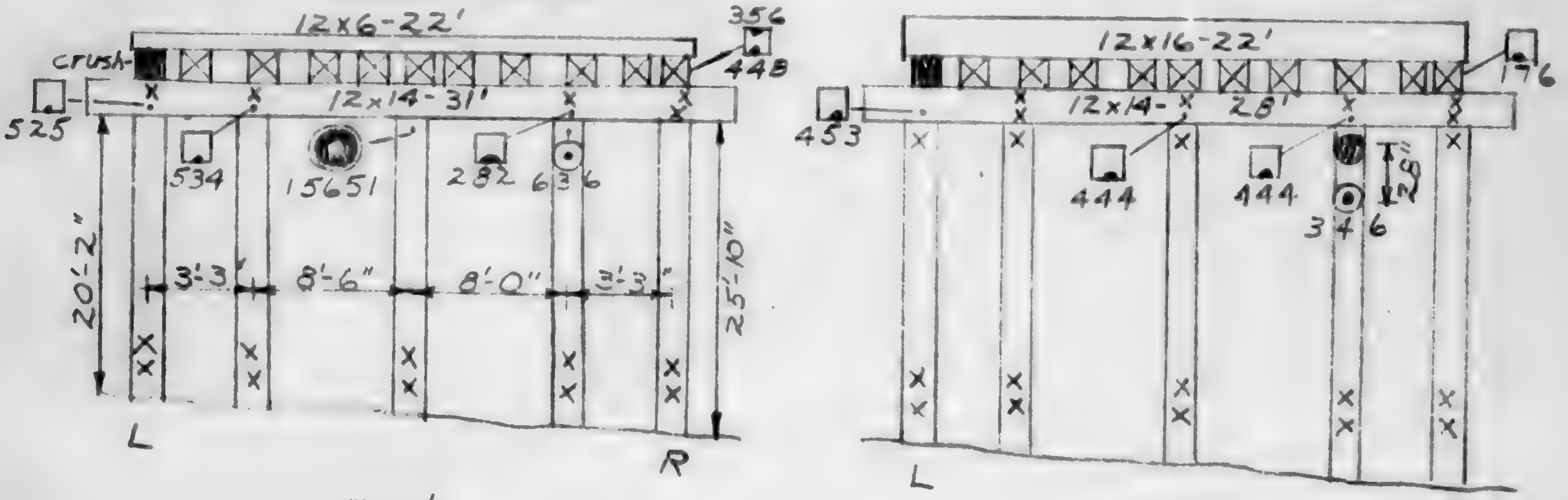
347
275
635
18x6-22'
725
14x14
31'
536
518
3x10
25'-7"
26'-10"
L
R
525
12x6-22'
626
14x14-26
2412
Sap rot
3x8
25'-7"
26'-10"
L
R

East

West

Pier #12

6 new 12x14, Pier #10 - 7 in Pier 12, added. Decay not shown in old corbels

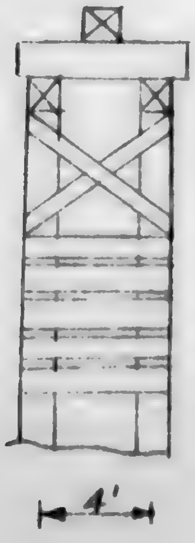


356
12x6-22'
crush
448
525
12x14-31'
534
15651
282
636
20'-2"
3'-3"
8'-6"
8'-0"
3'-3"
25'-10"
L
R
12x16-22'
176
453
12x14-
28'
444
444
346
L
R

East

West

Pier #10



Typical Rt. Elevation Pier 10&12

Sheathing & Sways the same on Pier #10, as Pier #12
Piling bored

Form B-157—4M—Revised—8-46

Oregon State Highway Commission

BRIDGE INVENTORY INSPECTION RECORD

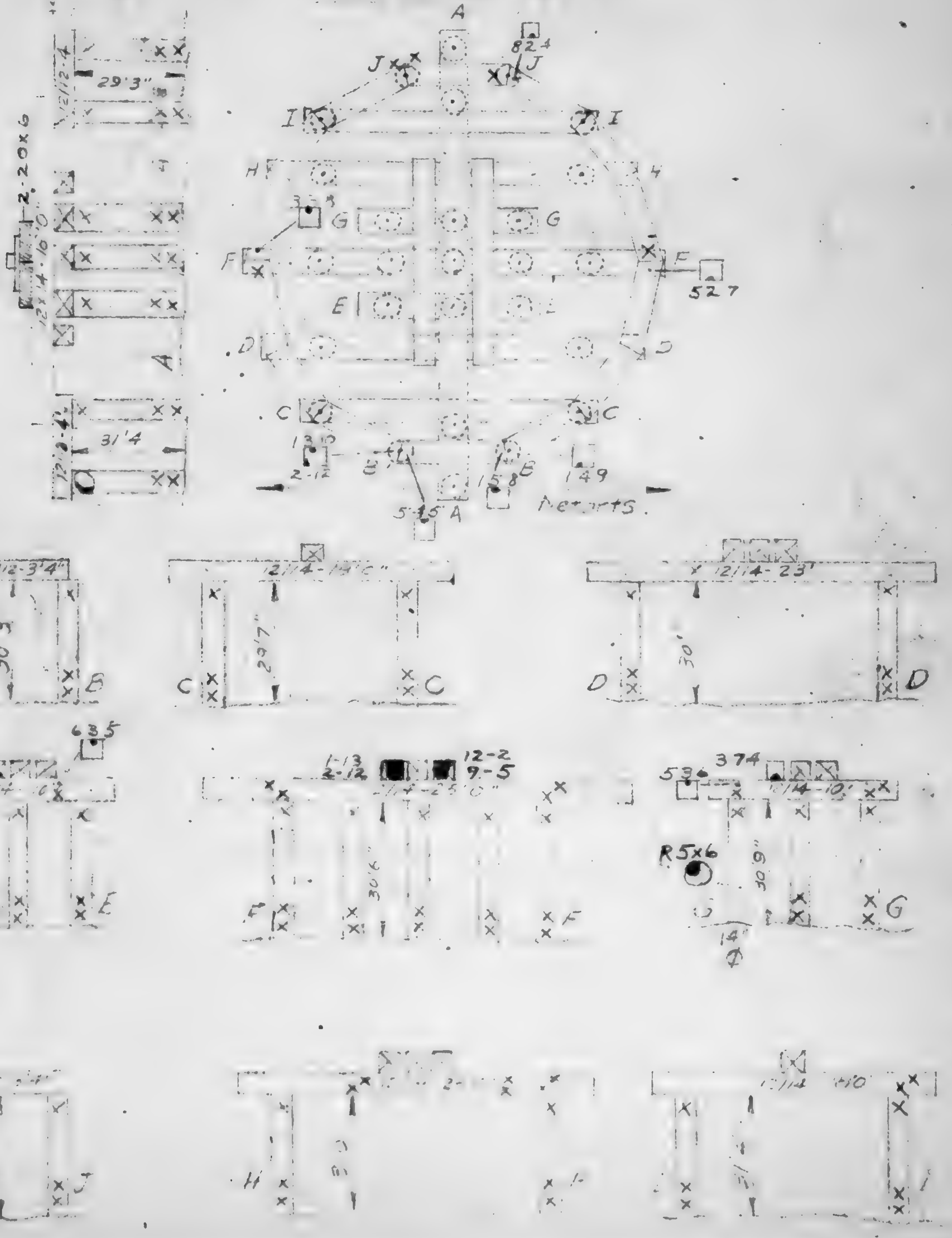
Sheet 5 of 7

Bridge No. 1345

Bridge over Tillamook River on Netarts Highway No. 131 (2A)

in Tillamook County. Inspected 10/19/59 by Bangert Location No. 01 73

PLAN VIEW OF PIER #11


A
824
J
J
I
I
H
4
3
G
G
F
F
527
E
D
D
C
C
1310
2-12
B
B
158
149
515
A
Netarts
29'3"
12/12-4
2-20x6
12/14-10
31'4
12/12-4
A
12/12-3'4"
30'5"
B
B
12/14-14'0"
29'7"
C
C
12/14-23'
30'
D
D
635
3/0/
12/14-10'
30'4"
E
E
1-13
2-12
12-2
9-5
12/14-25'0"
30'6"
F
F
374
536
12/14-10'
R5x6
30'9"
14"
G
J
J
H
I
I

Form E-167—436—Revised—8-44

Oregon State Highway Commission

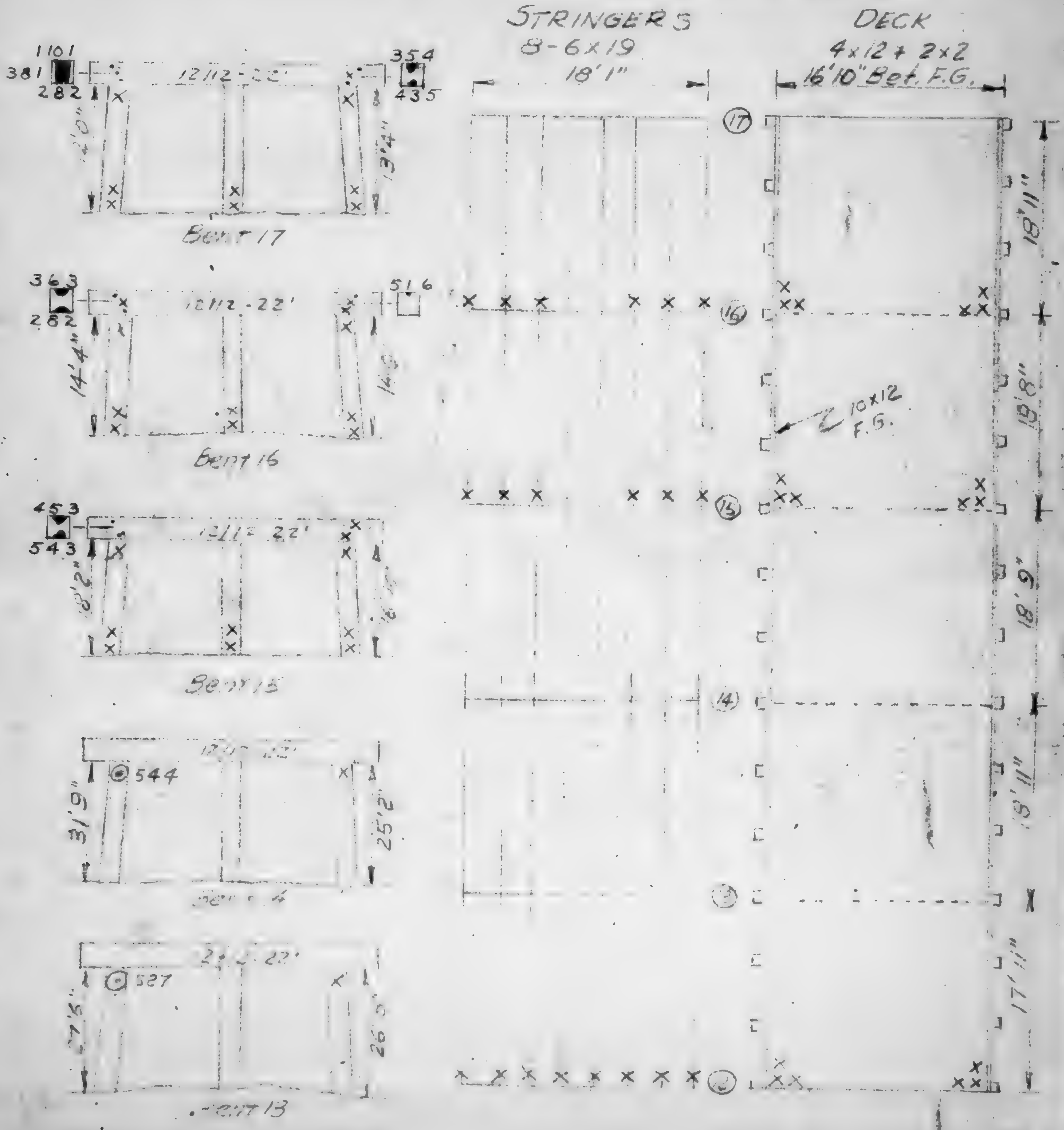
BRIDGE INVENTORY INSPECTION RECORD

Sheet 6 of 7

Bridge No. 1345

Bridge over Tillamook River on Netarts 2nd Highway No. 131 (2A)

in Tillamook County. Inspected 10/12/59 by Bangert Location No. 0173


STRINGERS
8-6x19
18'1"
DECK
4x12 + 2x2
16'10" Bet. F.G.
1101
381
282
354
435
12x12-22'
12'0"
13'4"
Bent 17
363
282
516
12x12-22'
14'4"
14'8"
Bent 16
453
543
12x12-22'
8'2"
Bent 15
12x12-22'
544
31'9"
25'2"
Bent 14
12x12-22'
527
27'5"
26'5"
Bent 13
17
16
15
14
13
12
10x12
F.G.
18'11"
18'8"
18'9"
18'11"
17'11"

Form E-16[illegible]—[illegible]—Revised—8-44

Oregon State Highway Commission

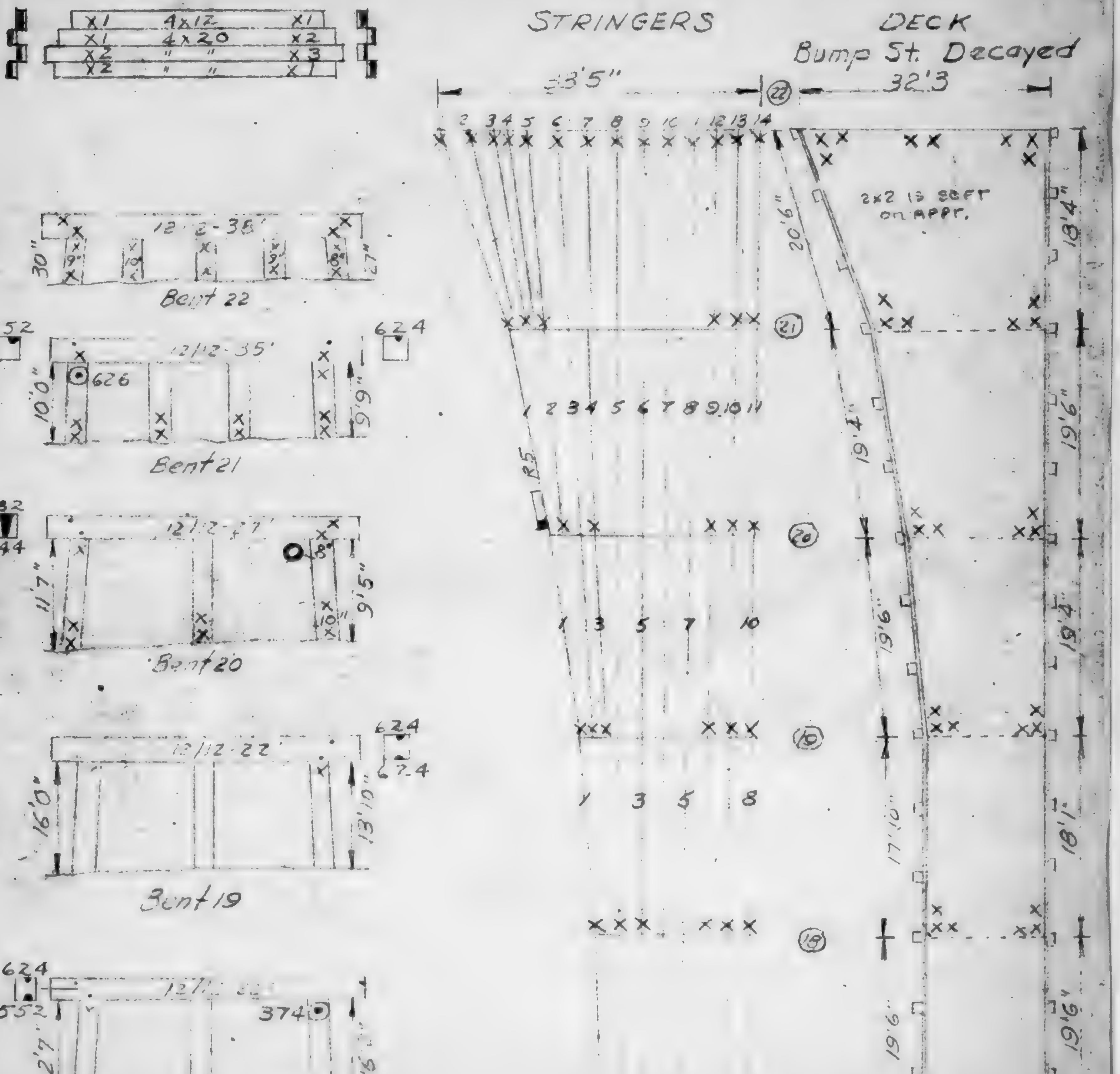
BRIDGE INVENTORY INSPECTION RECORD

Sheet 7 of 7

Bridge No. 1345

Bridge over Tillamook River on Netarts 2nd Highway No. 131 (2A)

in Tillamook County. Inspected 10/19/59 by Bangert Location No. 01 73



X1 4x12 X1
X1 4x20 X2
X2 " " X3
X2 " " X1
STRINGERS
DECK
Bump St. Decayed
33'5"
32'3
22
21
20
19
18
17
1 2 3 4 5 6 7 8 9 10 11 12 13 14
1 2 3 4 5 6 7 8 9 10 11
1 3 5 7 10
1 3 5 8
R5
2x2 is soft on appr.
20'6"
19'4"
19'6"
17'10"
19'6"
18'4"
19'6"
19'4"
18'1"
19'6"
8'1"
16'10"
12/12-38'
30"
19"
10"
9"
8"
27"
Bent 22
552
624
12/12-35'
626
10'0"
9'9"
Bent 21
282
444
12/12-27'
8"
11'7"
10"
9'5"
Bent 20
624
624
12/12-22'
16'0"
13'10"
Bent 19
624
552
374
12'7"
Bent 18

RECEIVED
OCT 23 1959
FOR FILING

Salem, Oregon
October 22, 1959

Tillamook River Bridge

Mr. J. D. Walker

I am attaching a copy of a memorandum from Mr. S. E. Ridge of the Washington office, B.P.R., to Regional Engineer French, concerning the Tillamook River Bridge.

You will note the last sentence of this letter, which advises that Federal money can not be used for a bridge of a higher grade line than we have proposed in our application to the U. S. Engineers.

G. S. Paxson

GSP:gm
Attach.

RECEIVED
[illegible] 1959
FOR FILING
5-1(a)
[illegible]

R

October 15, 1959

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Reference is made to your letter of October 1, 1959, in regard to our application to build a fixed bridge over the Tillamook River near Tillamook, Oregon.

We propose in our plans to provide a clearance of 15.18 feet above MHHW. To revise our plans to provide for a clearance of 30' above MHHW would increase our construction costs by approximately $300,000. We do not have knowledge of the vertical clearance that might be required by the U. S. Corps of Engineers.

We have been informed by the U. S. Bureau of Public Roads that it cannot justify the expenditure of public funds (federal funds) for a need that is so small that it is almost nonexistent; therefore, any additional funds required must be state funds, all of which are now obligated to match federal-aid funds.

At the present time, we do not have sufficient state funds, nor can we foresee any in the near future, to take care of the additional costs. If a greater vertical clearance than that proposed in our application, or a movable span is required, it will be necessary to defer the construction of a new bridge at this site until funds are available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Bureau of Public Roads
Tillamook County Court
Mr. Ivan Merchant

October 15, 1959

Tillamook County Court
Court House
Tillamook, Oregon

Gentlemen:

Attached is a copy of a letter sent to the U. S. Corps of Engineers in regard to the proposed construction of a new bridge over the Tillamook River on the Netarts Secondary Highway.

As stated in that letter, we have been informed by the Bureau of Public Roads that it cannot justify the expenditure of federal funds to take care of any additional costs needed for a structure requiring greater vertical clearances than shown on our application, or for a movable span. That means any additional costs would come from state funds.

As you know, our state funds are all obligated to matching federal funds for the present programs and for proposed construction programs for the next few years.

If we are ordered by the Corps of Engineers to provide greater vertical clearances than shown on our plans, or to provide for a movable span, we have no alternative than to defer construction until funds are available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

cc Mr. Ivan Merchant

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Highway Bldg.
Salem, Oregon

When replying, refer to
08-35.6

October 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Navigation Clearance for the
Tillamook River Bridge
Project S-1(9)

Dear Sir:

A copy of your letter of October 6, 1959 and enclosures have been forwarded to our Washington office with our recommendation that they furnish whatever assistance they can.

We are attaching a copy of a memorandum dated September 30, 1959 from Mr. Ridge of our Washington office. It is noted that their suggestion for deferring the project if the cost will be substantially increased generally coincides with your expressed intent.

We request that you inform the Corp of Engineers and the local Tillamook interests that the construction of this bridge must be deferred if greater clearances or a drawbridge is required as suggested in the last paragraph of the Washington office memorandum.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan

By: E. H. Cowan
Acting Division Engineer

Encl.

[illegible]

RECEIVED
OCT - 8 1959
OFFICE OF
STATE HIGHWAY ENGINEER

08-35 Mr. B. M. French, Regional Engineer
Portland 5, Oregon

September 30, 1959

20-10 S. E. Ridge, Special Programs Coordinator
Office of the Assistant to the Federal
Highway Administrator

Navigation Clearance Tillamook River Bridge, Oregon S-1(9)

Mr.Polk's memorandum to you of September 11 reporting on the hearing on subject clearance indicates that there is a probability that the reasonable clearnace worked out by the State of Oregon in cooperation with the local authorities at the time the project was initiated may be denied.

The facts as we see them are these: (1) The proposed bridge will provide approximately the same vertical and horizontal clearance as the existing bridge in closed position. (2) Very little if any water traffic requiring a greater vertical clearance can be expected. The records show that the present bridge has not been opened at all since 1952, that it has not been opened for commercial traffic since 1948, and that only 14 openings were required during the years 1946 through 1948 (3) Most of the local interests are satisfied with the clearance proposed by the State of Oregon.

It is therefore suggested that after consulting with, and obtaining the approval of the State of Oregon, you indicate to the local representatives of the Corps of Engineers and to the local interests in the Tillamook area that the construction of this bridge must be deferred if a clearance substantially greater than that proposed is required. You may point out that the Bureau of Public Roads cannot economically justify the expenditure of public funds for a need that is so small that it is almost nonexistent.

Mr. B. M. French, Portland, Ore. ✓

RECEIVED

BUREAU OF PUBLIC ROADS

C
O
P
Y

To: Mr. B. M. French, Regional Engineer
08-00 Portland, Oregon

October 14, 1959

From: S. E. Ridge, Special Programs Coordinator
20-10 Office of the Assistant to the Federal
Highway Administrator

Subject: Clearance for Tillamook River Bridge, Oregon

Mr. Polk's memorandum of October 8, transmitting copies of Oregon's letter of October 6, the Corps of Engineers District Engineer's letter of October 1, and the transcript of the testimony presented at the hearing on the clearance for the Tillamook River Bridge is acknowledged.

It is noted that the State of Oregon expects to contact the District Engineer and inform him that construction of the bridge must be deferred if substantial greater clearances than that requested in the State's application are required. It is also noted that the State offered to design the bridge so that the channel span could be converted to a lift span if and when the river development showed a need for additional clearance.

We have informally contacted the Washington office of the Corps of Engineers on this matter and they know of these facts. It is quite likely that the State's current approach to this problem will be successful. We will not, therefore, make a formal representation to the Corps of Engineers until and unless we hear that the present negotiations are not successful.

We cannot understand the District Engineer's reluctance to accept the State's offer to build a bridge that could be converted to a movable span. This same approach has been used in several other cases and has been approved by the Corps of Engineer's representatives. At least two bridges of this type are being built over the Intracoastal Canal in southern New Jersey. It is suggested that this fact also be brought to the attention of the District Engineer.

Copy to
Merchant

RECEIVED
OFFICE OF
[illegible] ENGINEER

NOTED

RECEIVED
[illegible] 6 1959

FOR FILING

5-1([illegible]

[illegible]

October 6, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Tillamook River Bridge,
Netarts Secondary Highway in Tillamook County

Dear Sir:

The hearing before the District Engineer, U. S. Army Corps of Engineers, on our application to construct a fixed bridge across the Tillamook River on the Netarts Secondary Highway in Tillamook County, was conducted at Tillamook on September 3, 1959. I am attaching hereto copies of the transcript of the testimony presented at this hearing and a copy of a letter dated October 1, 1959, from the District Engineer.

I have no information as to the vertical clearance that would be required, but it may be as much as 70 feet. The plans which we propose show a vertical clearance of only 22 feet.

In my opinion, denial of our application is not in accord with the facts. You will note that there has been no use of the waterway for the past seven years. The stream, itself, is shallow in places, having a depth of not more than three feet at low water. There is no authorized project for the improvement of the stream and little probability of any project for years to come, even though a drawbridge were built.

Prior to the hearing, we had obtained the approval of the Port of Tillamook Bay and of the County Court of Tillamook County. Just before the meeting, a professional planner, who had been hired by the Port and the County, apparently persuaded these bodies to reverse their decision and at the hearing they asked for a drawbridge, having in mind a swing draw or a bascule which would provide unlimited vertical clearance.

There is no development at the present time above the structure and apparently the District Engineer's decision is based upon the rather remote possibility that something in the future may make it desirable to navigate above the bridge.

At the hearing, we presented estimates of construction cost if the clearance were increased to 30 feet. It is doubtful if raising the grade line this much is practical because of damage to property on the west end of the project. We are of the opinion that a drawbridge would be needed. The added construction cost is about the same and some saving in right-of-way cost would be effected.

We informally offered to design the bridge so that the channel span could be converted to a lift span at such time as river development showed a need for additional clearance. The District Engineer does not accept this offer on the grounds that future modification would make the Federal Government liable for the cost under the Truman-Hobbs Act.

The present bridge is in such condition that, while it will carry traffic if not disturbed, we do not believe it can be safely opened. It is quite probable that we will be forced to defer its replacement as we do not have sufficient funds in the secondary highway budget to take on a project as expensive as would be necessary if a drawbridge were built.

I believe that this ruling is not in accord with the principle that all forms of transportation should be given equal weight and that it should be protested to the Chief of Engineers. I would appreciate any help your Washington Office can give us.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

GSP:gm er

Attachment

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4
NPP 285/70a(Tillamook Riv.-Bridge)-1

1 October 1959

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. G. S. Paxson, Assistant State Highway Engineer

Gentlemen:

Reference is made to your letters of 29 May 1959 and 5 June 1959 applying for a permit to construct a fixed bridge across Tillamook River, near Tillamook, Oregon.

At a public hearing on the subject held in the Tillamook County Court House at 1:15 p.m. on 3 September 1959, local authorities unanimously opposed the vertical clearance of the proposed fixed bridge. The Tillamook Bay Port Commission, Port of Bay City and Tillamook County Court requested the proposed bridge be designed to open to prevent any curtailment of future development of the area.

For the above reasons, I can only find the proposed plans are objectionable and will be required to inform higher authority unless revised plans are received.

Very truly yours,

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

RECEIVED
OCT - 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 5 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED
P. M. STEPHENSON

A. H. Tilden, County Commissioner
H. Clay Myers, County Commissioner

TILLAMOOK COUNTY
O. E. EFFENBERGER, County Judge
TILLAMOOK, OREGON

RECEIVED
[illegible] 1959
FOR FILING
S-1(9)
5777

September 15, 1959

State Highway Engineer
Salem
Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

In the absence of Judge Effenberger I am acknowledging receipt of your letter of September 11 and forwarding a copy of Mr. Murray's letter of August 26 which you advise has not yet been received in your office.

Very truly yours,

Elizabeth Bagley
Secretary

Enc.

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

THOS. J. MURRAY & ASSOCIATES
Economic, Engineering and Transportation Consultants
BOARD OF TRADE BUILDING
PORTLAND 4, OREGON
CAPITAL 2-5439

August 26, 1959

Tillamook County Court
Port of Tillamook Bay
Port of Bay City

Re: Tillamook River Bridge

Gentlemen:

This is to advise you of potential waterborne traffic via the Tillamook River which we feel should influence your interest and testimony in connection with the public hearing to be held in Tillamook on September 3, 1959, by the Portland District Engineer, Corps of Engineers, on the application of the Oregon State Highway Department for a proposed FIXED bridge across the Tillamook River approximately 725 feet downstream from the existing bridge.

Our study of Tillamook Bay port facilities, which was directed by the three public agencies here addressed, has been completed and a final report is now being compiled. The report, which indicates the potential of waterborne traffic to and from Tillamook Bay, includes a very definite cargo potential in the outbound movement of wood chips from Tillamook Bay via barge when conditions at the entrance to the bay will make it possible for year-round passage of barges and Coastwise water carriers.

The largest annual volume of wood chip potential from any one plant in the Tillamook Bay area would be the estimated 40,000 units from the Diamond Lumber Company plant located on the Tillamook County Naval Airport. The airline distance from this plant to the present head of navigation at Burton Bridge on the Tillamook River is approximately one and one-half miles to the west. The airline distance to the proposed Tillamook Bridge site is over three miles.

The distance from the Diamond Lumber Company plant to the existing head of navigation plays an important part in the potential for waterborne traffic from the bay area. This is due to the economic feasibility of transporting wood chips via conveyor system from the Diamond Lumber Company plant directly into barges at the present head of navigation approximately one and one-half miles away.

The construction of a fixed bridge on the Tillamook River as proposed by the Oregon State Highway Department would make that point the new head of navigation on the Tillamook River. The conveying of wood chips for this longer distance could cause some question of the practicability of such an operation. It is our opinion that construction of the proposed fixed bridge on the Tillamook River would restrict the realization of the wood chip and other port potentials in the Tillamook area.

Rail and truck transportation facilities are now available and used to transport wood chips from the Tillamook area to the Longview, Washington area.

The following capacities of transportation carriers indicate that transportation savings could accrue when a larger volume of chips is moved in a single carrier:

13 units of chips. . .	is the approximate maximum capacity of trucks now hauling chips from the Tillamook area
21 units of chips. . .	is the approximate maximum capacity of rail cars now hauling chips from the Tillamook area
250 units of chips. . .	is the approximate maximum capacity of barges now hauling chips on the Columbia River

The foregoing makes it obvious that when bay conditions permit safe year-round entry and exit and barge transportation can be regulated and depended upon, the volume movement of wood chips that could be moved via water carrier will then afford lower transportation costs to shippers. This should cause a realization of the wood chip potential via water carriers from the Tillamook Bay area.

In addition to the wood chip potential, plywood and lumber also constitute a potential for water carriers via the Tillamook River. The movement of plywood via Coastwise water carriers from Oregon to California ports has shown a substantial increase in recent years. This, coupled with the fact that two large plywood producers and a large lumber production plant are located on the airport and close to a navigable stream, should not be overlooked.

Barges now operating on the Columbia River to carry chips have a reported overall height of approximately 22 feet. Cranes on the new barges operating in the Coastwise trade route tower a reported 56 to 60 feet above the water line when barges are not loaded. The use of Coastwise barges on the Tillamook River during periods when 10 foot tides are experienced in the fall season would make it necessary for a fixed bridge to allow a clearance of over 70 feet.

If the public agencies here addressed are desirous of furthering navigation via water carriers and physical port improvements for the Tillamook Bay area, we feel they have no alternative but to oppose the construction of a fixed bridge across the Tillamook River and allow only a bridge that can be opened.

Very truly yours,
THOS. J. MURRAY & ASSOCIATES

Thomas J. Murray
Thomas J. Murray

TJM:le

cc: Portland District, Corps of Engineers
Oregon State Highway Department
Diamond Lumber Company

RECEIVED
SEP 11 1959
FOR FILING
5-1(a)
5-79

September 11, 1959

Hon. O. E. Effenberger
County Judge
Tillamook County
Tillamook, Oregon

Dear Judge Effenberger:

I have your letter of September 9 concerning the hearing on the Tillamook River Bridge project.

I do not feel that any apology of the County Court is necessary or in order. The County Court is certainly the representing body of the interested organizations in the county and should take any steps that it feels necessary in representing them. In these hearings it is, of course, best that a united front be presented and that any differences of opinion be ironed out prior to the hearing. I had thought that this was the case in this hearing.

I have not, as yet, received any copy of Mr. Murray's letter concerning the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. C. Williams

A. H. Tilden, County Commissioner

H. Clay Myers, County Commissioner

TILLAMOOK COUNTY

O. E. EFFENBERGER, County Judge

TILLAMOOK, OREGON

September 9, 1959

Mr. G. S. Paxson
Assistant State Highway Engineer
Salem, Oregon

Dear Mr. Paxson:

The Tillamook County Court wishes to apologize for not having advised the Highway Commission before the hearing on the proposed Tillamook River Bridge that we had been forced to reverse our stand on the type of span to be constructed.

None of the Court had ever attended such a hearing and we did not realize we should make the Commission aware of our change of opinion prior thereto. However, we did believe that the Commission was cognizant of the contents of the letter to which Mr. Murray referred at the hearing.

Owing to a changed attitude on the part of the local port commissions and the industries in the area as to the future use of the affected waterway, we were obliged to go along with the wishes of the citizens of our county whom we represent.

Sincerely yours,

TILLAMOOK COUNTY COURT

O. E. Effenberger
County Judge

A. H. Tilden
County Commissioner

RECEIVED
SEP 10 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
SEP 10 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP - 9 1959
FOR FILING
S-1 (9)
[illegible]

September 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Re: Tillamook River Bridge
F. A. Project S-1(9)

I attach hereto copies of the presentation made by the State at the hearing on the State's application for a permit for a bridge across the Tillamook River on the Netarts Secondary Highway.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.3

408 State Highway Building
Salem, Oregon

August 31, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Office Engineering Division

Dear Sir:

The sixty-eighth program submitted with Mr. Cooper's April 13, 1959 letter included Item 627, Project S-1(9), Tillamook River Bridge Section on the Netarts Secondary Highway. Supporting data furnished on the back of the PR-1 form indicated that provision for navigation was not involved. However, Mr. Paxson's August 14, 1959 letter advised that a hearing on this matter is to be held on September 3, 1959.

In order that our program records are fully documented, please submit a PR-9 form including an explanation of navigation requirements in accordance with paragraph 8d(7) of PPM 21-1 and any changes resulting from the hearing.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

Paxson
Porter

NOTED
FORREST COOPER

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAX

RECEIVED
SEP - 9 1959
FOR FILING

5-1 (9)

[illegible]

Salem, Oregon
September 8, 1959

Tillamook River project

Mr. R. L. Porter

Reference is made to Mr. Polk's letter of August 31 requesting data on navigation provisions on the Tillamook River project.

The Tillamook River is a minor navigation stream now crossed by a swing drawbridge built in 1928. The drawbridge has not been opened since 1952. Our proposed project calls for a fixed bridge providing an opening over the structure of 70 feet perpendicular to the thread of the channel and with vertical clearances of 21.98 feet above MLLW and 15.18 feet above MHHW.

Our approval was originally approved by the Port of Tillamook Bay and by the County Court; however, at the hearing held in Tillamook on September 3 the Port withdrew its approval and requested a clearance of approximately 30 feet above high water. The County Judge also took the stand and withdrew the approval of the County Court to the project. None of the testimony presented substantiated any present need for these clearances but was all based upon possible future development. The matter now rests with the U. S. Engineers and we have no intimation as to their decision.

GSP:gm
cc Mr. W. C. Williams
Mr. Ivan D. Merchant

G. S. Paxson

September 3, 1959

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Tillamook River Bridge

Dear Sir:

The hearing to be held September 3, 1959 at Tillamook is on the application of the Oregon State Highway Commission to construct a bridge across the Tillamook River approximately 725 feet below the existing highway bridge. This bridge is to replace a bridge built under your permit to Tillamook County dated March 6, 1928.

The existing bridge consists of 9-19' pile trestle spans, 1-160' swing draw span and 10-19' pile trestle spans. The swing draw span provides two 70' openings perpendicular to the channel. The roadway width of this bridge is 17' 5" between curbs. The existing bridge is not designed to withstand the present highway loadings; the timber members are decayed and the roadway width is so narrow that it is a traffic hazard. The alignment of the road approaching the bridge is on sharp curvature. The proposed project, in a large measure, corrects this condition.

The proposed bridge consists of 9-30' concrete spans, 1-85' span and 9-30' and 1-25' concrete spans. The 85' span provides 70' of horizontal clearance perpendicular to the channel.

The permit for the present bridge calls for vertical clearance of 24 feet above MLW and 16 feet above HW. The datum plane has been changed since the structure was built and on the same datum plane used in our application, the actual clearances under the span in the closed position are 22.48 feet at the end piers and 23.02 feet at the center of the channel. The structure proposed in our application provides 21.98 feet above MLLW and 15.18 at MHHW over the entire 70' of opening.

The present bridge has not been opened since February of 1952. Since 1946 the openings are as follows:

Year	For Log Rafts	Construction Equipment
1946		1
1947	10	6
1948	4	2
1949		
1950		
1951		6
1952		2
1953-1959		

The need for a new structure was apparent in 1955, at which time a conference was held with navigation interests in the area. The Crown-Zellerbach Corporation is the principal timber owner in the area and at that time was moving logs under the bridge. I attach a print from a letter signed by E. P. Stamm, Vice-President of that company, stating that 13' 6" above high tide is sufficient for its needs.

When it became practicable to budget funds for the project this year, we contacted the Tillamook Bay Port Commission and under date of May 26, 1959 received its approval of the plans submitted, although it stated that "increased clearance would be much more desirable for log-traffic potential". I attach a copy of its letter of approval signed by Mr. Joe Vellinga, President.

The Tillamook County Court was also contacted and gave its approval. I attach a copy of its letter dated May 29, 1959 and signed by the County Judge and the two County Commissioners.

Since publication of your notice of a public hearing we have been advised that objections have been raised to the vertical clearances we propose, and that a clearance of 30 feet above MHHW has been requested. We have investigated the cost and feasibility of providing such a clearance. The Tillamook River at this point flows through a very soft silt or mud flat. The supporting value of this material is low. We have taken samples and tested them to determine the maximum fill height that the material can bear without failure. A fill of 15 feet is all that can safely be imposed. To keep the fillto this height as a maximum requires the lengthening of the bridge from the 650 feet we propose to 1,855 feet. This increases the cost of the project from $318,000 to $619,000.

The proposed bridge is a part of the Netarts Secondary State Highway. If built, it will be financed as a federal-aid project, and since the U. S. Bureau of Public Roads is directly interested, they have been asked to present their views on the matter.

In closing, I would like to point out that this highway is of major importance to the residents of Tillamook County and to the State of Oregon at large. It provides the only connection to Netarts and Oceanside and also to the Cape Lookout State Park, which is one of the most popular playgrounds on the Coast. We believe the records of use of the waterway under the present bridge speak for themselves and justify a permit providing the clearances set forth in our application.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

[illegible], County Commissioner [illegible]

TILLAMOOK COUNTY

[illegible], County Judge

TILLAMOOK, OREGON

May 29, 1959

State Highway Engineer
Salem
Oregon

Dear Sir:

The Tillamook County Court has examined the plans proposed by the State Highway Commission for the Tillamook River Section of the Netarts Secondary Highway. We have examined them especially with reference to the clearances to be afforded at the different tidal levels by the proposed new structure and it is the opinion of the Court that the clearances proposed would be satisfactory for the river traffic which uses this section.

Yours very truly,

TILLAMOOK COUNTY COURT

County Judge

County Commissioner

County Commissioner

CROWN ZELLERBACH CORPORATION
PUBLIC SERVICE BUILDING
PORTLAND, 4, OREGON

December 21, 1955

State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Mr. Paxson:

I am writing to you in regard to the proposed new highway bridge across the Tillamook River on the road between the City of Tillamook and Netarts.

One of your field men called at this office and asked whether or not we felt there was a need of a renewable span in order to permit the movement of pile drivers or derricks or other high equipment up the river and beyond the bridge site.

At the present time there is approximately 13'6" of clearance at high tide which permits the movement of our log tugboats under the bridge and the horizontal distance between the piers is 71 feet which is adequate for the movement of our rafts. We contemplate that about each five to seven years it will be necessary to move some form of derrick or crane with a clamshell to clean out the booming grounds up and down the Tillamook River in the vicinity of this bridge, but we do not consider that this need would justify us in asking for a removable bridge span solely for that purpose. Therefore, Crown Zellerbach will not request any type of movable span in order to take care of the navigation or movement of its equipment or products.

We thank you for calling this matter to our attention and for your cooperation in this and other matters in the past.

Very truly yours,

Vice President.

epstamm-mo'd

PORT OF TILLAMOOK BAY
P. O. BOX 467
TILLAMOOK, OREGON

COMMISSIONERS:
JOE VELLINGA, PRESIDENT
CARROLL M. ADAMS, VICE PRESIDENT
BERNARD F. STACY, TREASURER
TED CORNETT, SECRETARY
LORIN R. SHOEMAKER

MEMBER:
OREGON COASTAL PORTS FEDERATION

Paxson

May 26, 1959

State of Oregon
State Highway Department
Salem, Oregon

Attn: W.C. Williams, State Highway Engineer.

Gentlemen:

Enclosed find the approved and signed tracings fo the proposed bridge over the Tillamook River.

The Commissioners of the Port of Tillamook Bay approved the purposed span in order to expedite the ever growing tourist traffic at this point. However, we do feel that increased clearance would be much more desireable for the log traffic potential of this area which we are constantly trying to improve.

Thank you for your patience in this matter.

Very truly yours,

PORT OF TILLAMOOK BAY

Joe Vellinga, President.

Enc.

[illegible] Oct [illegible] 1959

FOR FILING

S-1 (9)

[illegible]

PUBLIC HEARING

PROPOSED TILLAMOOK RIVER BRIDGE, NEAR TILLAMOOK

Held at

TILLAMOOK COUNTY COURT HOUSE
Tillamook, Oregon
3 September 1959

COL. WINEGAR: May I have your attention please? I had anticipated that probably we would have more people here than are apparently here, however I would like to proceed. This is the indicated time. I am Colonel Winegar, Portland District Engineer of the Corps of Engineers and first of all I'd like to introduce the people who are with me today. Mr. Cover of our Operations Division, Mr. Ragsdale, Chief of our Operations Division, Mr. Lyle who is handling our recording and in the rear of the room Mr. Owens who is our Coastal Project Engineer and Mr. Rice who is my assistant.

The Federal laws for the protection and preservation of the navigable waters of the United States require the approval of the Chief of Engineers and the Secretary of the Army prior to the creation of any obstructions to their navigable capacity. New bridge construction is one of the things which requires prior approval.

This public hearing has been called to review plans for a bridge to be constructed by the Oregon State Highway Department across Tillamook River near Tillamook, Oregon.

The purpose of the hearing is to secure the views of navigation companies and others whose interests may be affected by the bridge clearances proposed and by the location of the structure. It's possible that there may be some present who are interested in aspects other than navigation, such as possibly land traffic or property value. However, such concerns are not pertinent to the purpose of this hearing.

The plans submitted for approval show a fixed bridge providing a horizontal clearance of 70 feet and a vertical clearance of 21.9 feet above mean low water, and 15.1 feet above mean higher high water. It is my understanding that agreement has been reach on the horizontal clearance but objections have been made to the proposed vertical clearance of 21.9 feet above mean low water.

I wish to read at this time a policy statement of the Federal Government concerning clearances on navigable channels. This is the policy and I quote "Bridge clearances should provide for probable future navigational needs, but should not be required for extremes in waterway traffic unless essential to national defense or unqualifiedly required for the economy of a region."

I would like also to read another policy statement of the Department of the Army regarding obstructions to navigation, which is: "The duty of the Department of the Army under Federal law is to prevent unreasonable obstructions to navigation, and in performing this duty the Department of the Army is acutely aware that it must weigh all conflicting interests and have respect for the cost of things. Requirements of extremes of navigation such as extreme vessel heights involving a limited number of piledrivers and dredges, and navigation at extreme river stages must be justified for increased cost of construction, operation and maintenance of the proposed bridge." That's the end of that quote. I wish to reiterate that in applying the Department of the Army policy my office must weigh all conflicting interests, and, in addition to this, have a respect for the cost of things.

I have previously received several objections that the proposed vertical clearances will not permit the movement of a sizeable annual potential of wood chips which could be transported by barges from a source upstream from the bridge site. What has not been developed and what I would like these interests to bring out at this meeting is the cost involved if barges were modified to accommodate a vertical clearance of this suggested 21.9 feet, and also the feasibility or non-feasibility of using substitute equipment for future navigation in the three-mile reach of the river upstream from the bridge in question.

I'd like now to explain the procedure that we will follow for the hearing. In the interests of orderly procedure I would like to request that you do not speak from the floor until you have been recognized and when I have indicated that you are recognized I'd appreciate it very much if you would come up to the speakers' table and give your name. If you happen to represent some firm or organization, we would like you to indicate that fact for the record. Also, when you are up here, I'd appreciate it if you would speak into the microphone. The purpose of all this equipment is not in order that people in the rear can hear me, because I can talk that loud, but in order that we can record all this for the record. Now, if you have a prepared statement with you, you may read this statement or you may give it in full and we would like, if you have this prepared statement, for you to submit it. Probably there are not too many here, except maybe Mr. Paxson, who are prepared with five copies, but if you have as many as five copies of what you intend to give, we would appreciate that and then we won't have to reproduce that material for subsequent record. Mr. G. S. Paxson, Assistant State Highway Engineer of the Oregon State Highway Department, will be the principal speaker for the State of Oregon. I will ask him now to present an explanation of the purposes of the structure, after which I will call on all others who have indicated on their attendance cards that they wish to make a statement. Mr. Paxson.

Mr. PAXSON: Thank you, Colonel. As you have announced this hearing is on the application of the Oregon State Highway Commission to construct a bridge across the Tillamook River on the Netarts secondary highway approximately 725 feet downstream from the existing structure. The existing structure was built under a permit issued to Tillamook County dated March 6 of 1928. This existing bridge consists of nine, nineteen foot pile trestle spans, one, 160 foot swing draw, which provides 2 seventy foot openings horizontally, perpendicular to the thread of the channel and 10 nineteen foot pile trestle spans on the other end. This existing bridge [illegible],-as all of you local residents well know, is not designed to withstand the present traffic. The timber members are in a rather advanced state of decay and roadway width is so narrow, alignment so bad that it does constitute a traffic hazard. The alignment of the new bridge is on a long curve and will to some extent at least alleviate this condition. The proposed bridge is shown on these drawings which have been mounted here on the board. It consists of nine 30 foot concrete spans, one 85 foot span, 9 thirty foot and a one at 25 on the other end of the structure. The 85-foot span will provide 70 feet of horizontal clearance perpendicular to the thread of the channel. The permit for this present bridge, or the application for a permit, I beg your pardon, the permit of the present bridge which was granted for 1928 calls for a vertical clearance of 24 feet above mean low water and 16 feet above high water. This doesn't specify whether this is mean low low or mean high high or what have you but that is the requirement of the old permit. The datum plane has changed since the structure was built and on the same datum plane, using our application for the new structure, the actual clearances under the existing span in its closed position are 22.48 feet at the end piers and

23.02 feet at the center of the channel. Those are referred back to the same datum plane, same mean lower low water elevations that we have used in our present application. The structure proposed in the application, which is the subject of this hearing, provides for 21.90, practically 22 feet above mean lower low water and 15.18 feet above mean higher high water over the entire 70 feet of the channel opening. This present bridge, the one we propose to replace, hasn't been opened since February 1952. Since 1946 we have the record of the openings of that structure. In 1947 I think we had 10 openings for log traffic and tugs pulling log rafts. In 1948 we had four openings. Since that time our records do not show that any log traffic of any kind, or any commercial traffic of any kind, has gone through the structure that required the opening of the bridge. During this period, from 1946 down to 1952, we had 14 openings for piledrivers or other construction equipment - piledrivers or dredges primarily. Since February 1952 the bridge hasn't been opened at all. The need for a new structure at this point was quite apparent in 1955. (The old bridge was built in 1928). In 1955 we had conferences with navigation interests in this area. At that time, and I think still, the Crown Zellerbach Corporation was the principal timber owner in the area, and at that time was moving logs under the bridge with more equipment. We have a letter from Crown Zellerbach in here signed by Mr. Stamm, the Vice President of that corporation, stating that 13 feet 6 inches above high tide is sufficient for all their purposes. Now in the last year or so when it became practicable to budget costs for a project, including the replacement of this bridge, we contacted the Tillamook Bay Port Commission and under date of May 26, 1959, we received this approval of the plans submitted, although in the letter which accompanied the return of those signed plans, they stated that, and I quote this "increased clearances would be much more desirable for log truck, or log traffic potential. Incidentally, I am attaching with this statement copies of the letter from Crown Zellerbach and also from the Port Commission. We have also contacted the Tillamook County Court and they have given the approval to the clearances proposed in our application. Now since the publication of the notice for this hearing, we have been advised, although not formally contacted by the interested navigation interests in here, that objections would be raised to clearances which were proposed and our information was that they were asking for 30 feet of clearance above mean higher high water. This structure is in the tidal plain out there where the material is of marine deposit, clay, silt and mud, and the supporting value of this underlying material is very low. We've taken samples, we've made tests of them to determine the maximum fill height that we could place on that material, and our soils engineers tell us that a fill height of 15 feet is all that can be safely imposed upon that underlying material. More load than that would probably cause failure of materials, slides, and even damage to adjacent property. Now we are told we are limited to the sight distance which we must provide. We have the intersection of the two roads just beyond the bridge, so we've got to have a fairly long vertical curve in order that people might have sight distance at that intersection. We have used that grade in the grade that we have laid out for this bridge to give proper sight distance. If we raised it to give 30-foot clearance in here, the only thing we can do would be to raise that whole grade line bodily up to 15 feet in order to have the same vertical curve, and the same sight distance. Now the whole fill is down to a 15-foot height. This is all we dare put on that soil. This would almost triple the length of that bridge, because we would have to extend until the grade line got down that low. In other words, the bridge would be lengthened from the 650 feet which we propose here to a length of about 1855 feet. We very carefully estimated the costs of both lines and our estimates show that on the plans which we propose it cost us $318,000. If we went up to a higher grade line it would go up to $619,000 for the cost of the new structure. Now this bridge, if it is built, is a part of a State Secondary Highway and the cost of construction will be partially State and partially Federal. It will be financed by a Federal Aid Project, and since the U. S. Bureau of Public Roads is directly interested in the project we have asked that they present at this hearing their views in the matter. On closing I would like to point out that this highway is of major importance to the residents of Tillamook County and to the State of Oregon at large. It provides the only connection to Netarts and Oceanside, and also to the Cape Lookout State Park, which, as you all know, is becoming one of the most popular playgrounds on the coast. We have at the present time approximately 1,900 vehicles per day, that is the average yearly traffic that is on that road at that point. Now we believe, and we are just as interested as anyone else in seeing that damage is not done to the economy of this State, that the record of the use of this waterway under the present risk speaks for itself, and that it well justifies a permit based upon the clearances we have provided in our application. That concludes the formal part of our application, Colonel.

COL. WINEGAR: Thank you, Mr. Paxson. I'd like to call next Mr. Roy H. Tokerud.

MR. TOKERUD: My name is Roy Tokerud and I am a Division Bridge Engineer for the Bureau of Public Roads in the Salem office. Mr. Paul Royster from our Washington, D.C. office is informed of this hearing out here and the problems involved and he prepared a statement which he had planned to give here at this time, however he was unable to attend, so he has prepared this statement and asked that it be entered into the records of this hearing. I will read portions of his paper. "My name is Paul F. Royster. I am the Assistant to Federal Highway Administrator, Bureau of Public Roads, United States Department of Commerce, Washington, D. C. My appearance here symbolizes the close cooperative working relationship that exists between the Bureau of Public Roads, the Corps of Engineers, the State Highway Department and other public agencies in the treatment of navigational clearance problems throughout the country. Both in Washington and in the field representatives of the Bureau of Public Roads collaborate with representatives of the Corps of Engineers on this problem on an almost day to day basis. I wish to assure the people of Tillamook County area that all of the agencies of Government concerned with the bridge clearance problem, Federal, State and local are striving whole-heartedly to find the solution in each case which serves the over-all public interest. There are several reasons why in our judgment the proposed vertical navigational clearance is reasonable for navigational needs and in the public interest. Only a very few vessels would be restricted here. Information derived by the Oregon State Highway Department reveals that the present span has not been opened for river traffic since 1952. The last commercial navigation, other than a single piece of construction equipment was in 1948 when there were six openings. Secondly, water transportation is no longer of the relative importance to the over-all economy than it was in years gone by. Waterway transportation now ranks fourth in inter-city ton miles and passenger miles. It is now fifth in mileage of transportation systems. Another reason is concerned with the financing of the navigational increment to the cost of this bridge. As waterway users well know regardless of how much more a bridge may cost for the sole benefit of navigation, that entire added cost is borne out of taxes paid directly by highway users. The over-all bill of course is ultimately borne out by the general public in the taxes it pays, in the cost of the bridge it consumes and in the service it receives. It is generally recognized that people are less inclined to request extravagant expenditures under a tax system that requires them to pay directly for the special services they desire. We doubt that the few waterway users who desire extreme navigational clearances here would be so active against those being proposed here if they were to be required to bear full navigational increment to the cost of a bridge having the additional clearances they advocated. In the light of the foregoing, the Bureau of Public Roads respectively petitions for approval of the application by the Chief of Engineers and the Secretary of the Army.

COL. WINEGAR: Thank you very much Mr. Tokerud. Mr. Charles A. Raus, please.

MR. RAUS: Colonel, I didn't, when I signed the card I didn't know that I was signing an application to speak, however, I am a resident on the other side of the river and we living there travel that bridge several times a day which is quite a hazard and there is quite a section of the working people of this community who live in that area and the economy of our community is very vitally affected by the traffic across that bridge, so I think that's about all that I would have to say from that angle because it is quite a factor in the economy of the community in getting people who live in that area back and forth to work. Thank you.

COL. WINEGAR: Mr. Frank Sause, please.

MR. FRANK SAUSE: I am speaking in behalf of Henry Sause and Son on this bridge who have operated on Tillamook River for the past twenty years. It was brought out that there hadn't been very many openings made at that bridge through the years. We transported log barges out of the river and the reason we stopped moving our logs by barge out of there was that if you called the State to give them the 24 hour notice they would get there in 24 hours alright, but it might be several hours after that before they got the bridge open and the result of it was that we had to move our log loading operation to Garibaldi. Now in later years we also barged lumber out of Garibaldi to Tillamook mills. Had we been able to move that lumber on the Tillamook River, why we'd been able to create quite a savings for the lumber mills concerned with moving lumber by water. I'd point also that the existing bridge that is there now, on your freshets and your wintertime operating our present small tugs which we are operating on the bay now I have knocked clearance lights off when that bridge that is existing, so on that basis we don't feel that the new bridge that is proposed a high enough bridge, in fact we feel that a draw bridge is the answer to it. Tillamook River incidentally is only a mile and a half air lines from the largest industrial areas in this area, speaking of the Naval Air Station and we could move lumber for them at quite a bit of savings out of there. That would be the basis of our objection to the bridge, it certainly shuts off any help to industrial area that lies south of Tillamook as far as movement by water, if you are first going to have to truck it possibly 20 miles before you can get it on water.

COL. WINEGAR: Thank you. Mr. Thomas J. Murray.

MR. MURRAY: Colonel, if I could with your permission I would like to defer talking until such time as the clients we represent in this area have talked on it, perhaps until they ask me questions, if I may, thank you.

COL. WINEGAR: Mr. Roy A. Gould.

MR. GOULD: I would like to appear here on behalf of the Diamond Lumber Company. We operate out here on the Naval Air Station. We have considered several times the possibility of barging chips and lumber out of the river over there through the opening that this bridge will span. We have not done it as yet. Likewise we have seriously considered importing barges of logs from Central South America and from the Philippines, Borneo into this area. We have shipped many logs in from that area. We now have on hand 30 million feet of veneers that we have imported from the South Pacific there to give you an idea of the volume of stuff that is moving here and now. While I can't say that we have anything definite in mind for use of that river now, I think it would be a grave mistake to destroy the potential or the possibility of using it in the future by putting a bridge in there that would prohibit the use of it by barges, and heavy tugs, sea-going tugs. I believe we should have a draw in there or a span high enough. When we look at the over-all picture we see the money that is being spent on our Pacific Coast to develop harbor facilities, it doesn't seem wise to me now, in the light of what is being spent elsewhere to do something, or sacrifice a portion of facilities that are here. I believe that we're certainly justified in keeping that. There aretwo other points that I think that are important, one is that we must be ever conscious of the fact that our population of this country is expanding more rapidly than most people realize and particularly that of the West. New families that are being formed, the great population increases that we are having, -, they've all got to have a place to live, earn a living and a place for their home. While many would like to see and it would be nice to keep Tillamook the fine country town it has been in the past, it is going to be necessary to develope more industry here to support a population that must live somewhere and Tillamook is a logical place for a great increase in this population. They should live in this area. They can support them, but we must support them there must be industry here to support them, much the same as we see on our New England coast, factories of the same nature. The other point that is very important, we may see the day when trucks becoming more popular and railroad costs increasing, we are at the end of a long line here and one of the most difficult railroads to maintain in the world. I have seen as many as twelve engines on one train, pulling a load of cars out over the summit at Cochran where we operated for many years loading logs. I can visualize tonnage dropping off to the point where Tillamook can be without a railroad, we could not justify maintaining a railroad in here then, it limits our methods of transportation to two either by truck or by water and I think that justifies preserving every adequate means of water transportation within reason. I think the distance, the difference in the cost of putting in a bridge with a span high enough to clear sea-going tugs or more practical, I am not an authority on that, a draw bridge or turning bridge of some kind to let traffic through there. I think that is well justified in looking at the future as to what can and will be developed there. One of the factors from an operating standpoint is that as the gentlemen who spoke before me said this is within a mile and a quarter mile and a half of the largest industrial area here. That is within an easy piping distance of chips. We can send chips through air tubes, radar system that far without having to load them and unload them directly into barges. It would be prohibitive to transport them by that same method and consequently the cost would go up about 5 times if we were to ship by barge and convey to a point beyond this bridge. I believe that is all I have to say. Thank you.

COL. WINEGAR: Thank you Mr. Gould. Carrol M. Adams.

MR. ADAMS: My name is Carrol M. Adams, Vice-President of the Port of Tillamook Bay. As engineers and highway men are concerned with highways and bridges, port commissioners are concerned with waterways, and we the Port of Tillamook Bay are going to do all within our power to keep our waterways open. We are concerned with our waterways. Secondly, at the present time the employment situation of Tillamook area is the highest it has been in history and to maintain that present level of employment and economy we feel that for future progress that we must have a swinging bridge or a draw bridge across Tillamook River, west of Tillamook. I think perhaps as most of the engineers know the Port of Bay City, the Port of Tillamook Bay and the County Court have gone into an agreement and hired a Mr. Thomas J. Murray an economic consultant to make a port survey for us. Any questions concerning the Port of Tillamook Bay Mr. Murray will answer for us.

COL. WINEGAR: Thank you Mr. Adams. I have Mr. Murray's card here of course. Is there anyone else who has not already spoken who wishes to speak who has not as yet submitted his card?

MR. EFFENBERGER: My name is Otto E. Effenberger, I am the county judge of this county at the present time. Of course we of county court are lively concerned about these developments. I am referring now to bridge development and also bay and bar improvements. You may think that I am possibly not a man of my word when I finish speaking. I did, the County Court did write a letter to the state highway commission stating that they were favorable to a bridge of this present design, here, but since then we have come up against some developments and some possibilities that sort of awaken us to new thoughts along that line. Now we really want a bridge there, no question at all and we've been working for the same for a long time, contacting the highway commission and others regarding that subject, but we are also interested in developing our water potential bar improvement and bay development and river development and we find now that after having hired Thomas Murray and associates in making an investigation were confronted with some new developments that are somewhat enlightening and have changed our mind to a certain extent, because we find that with this industrial area not too far from the Tillamook River above the bridge there is a possibility of developing a water transportation that was very vital to Tillamook County in that, we have that industrial area there that Mr. Gould is very much interested in, and we are also in a county economical factor. Therefore, we would like to change our mind to this respect that we really want a bridge but we would also want a bridge that would not hinder future development in this area. So therefore, I am here making that statement now somewhat changed our mind regarding the bridge itself owing to the fact that we are now trying to visualize, tried to justify enough potential that we can go to the Army Engineers and ask for bay and bar development. Thank you very much. I might add also Thomas Murray is here and that would qualify the statements that I have made. Thank you.

COL. WINEGAR: Mr. Murray.

MR. MURRAY: Thank you judge. Colonel, we are here as representatives of Thomas G. Murray and Associates. We've been engaged by the two port commissions and by the county court in Tillamook to make a study of the port of Tillamook Bay and as the engineers know and as the state highway department know we mailed to them a letter on August 26 in which we brought before their attention information that we have developed in our study of the region which has to do with the Tillamook River. I would like to submit, if I may, the five copies that you require and I would like to go down briefly through what is in the letter for the purpose of the record. We told the three public agencies that in making our study we found a potential on the Tillamook air base of some 40,000 units of chips a year which now move to a destination in the Columbia River. The chips from Tillamook are now moving to that same Columbia River destination by truck and by rail. We pointed out in the letter the difference in the carriers and their volumes, maximum volumes which they can carry. As an example the trucks now moving can carry a maximum of 13 units, the rail cars 21 and the barges that are now actually hauling chips on the river to the very same destination can haul 250 units of chips so it's obvious to say that the barge could haul over 20 times that the trucks haul. That, in itself makes it very obvious that there could be a sizeable transportation savings involved, should the chips be transported by barge. We pointed out to them also the size of the barges they are operating and the height of the barges, so that they would be fully aware of what the fixed bridge in restricting the potential from the Tillamook Air Base for chips alone. In addition to chips as Mr. Gould pointed out, the Tillamook Air Base represents one of the largest productions of plywood in this part of the state. Plywood, until just a few years ago moved basically by rail from Oregon. There have been very tremendous movements of it, very tremendous increase in the movement of plywood by water from other Oregon ports. There was no question that as the population of California continues to grow and their plywood demand increases as it has that plywood too could move from this bay. Of course the movement of chips from this bay or the movement of plywood or lumber dependent upon the bay being usable the year around, so other than the real and actual potential of wood chips there are those others. Another fact too as Mr. Gould mentioned which we would like to talk upon because in our investigation we not only talked with the

Diamond Lumber Company but we talked with all the lumber companies here in Tillamook County and there is a very pronounced potential, as a matter of fact the movement is actual at this time of hardwood lumbers or lumber being imported into this area in log form or veneer and some of that could undoubtedly be moved up the Tillamook River if conditions allowed it. So it was for that reason that we brought our letter before the Corps of Engineers and the other agencies concerned with the construction of the bridge. Our study being made for these Tillamook agencies is to determine what they have in their bay and what they have in potential and what we think they can do with their potential. The key to any of their development is in two factors, one is logs inbound and one is chips out bound. And in addition to that the industrial capacity or the ability to grow is exceeding the limitation, as a matter of fact we are so stating in our report to the effect that unless the Tillamook area has an economical access to a log supply the log supply in this part of the state of Oregon shows a serious deficit for the supply of raw materials for the four larger plants now operating in Tillamook. I'd like to make one comment on the record of the bridge use in the past. Well, past records are always an indicator in one measure for future projections we too understand. The movement of chips or the advent of chips, the production of chips is a relatively new thing, and their movement by water is in many cases in the trial stage, but the potential is there, the economics of it indicate that the movement of chips by water will grow sustantially. There are two questions I would like to ask. The Colonel stated in his preface that those appearing here should have cost estimates, did I understand that correctly for the modification of equipment or for the modification of the bridge?

COL. WINEGAR: Well, I believe we actually said modification of equipment.

MR. MURRAY: Well, in that case, the modification of equipment to haul chips as we are concerned now, would not be necessary. We do not believe the chip carrying company operating on the river now has equipment for that very purpose. Would that answer the question or the point that you asked?

COL. WINEGAR: Well, this bridge provides a certain clearance, proposed bridge. We would like an indication of how much it would cost to accommodate equipment which could use the bridge as proposed. In other words it is going to cost the state a considerably larger sum if they go to a higher bridge or they go to a bridge with a movable span and to get some evaluation of the cost of things, we would like some indication from the other side if they are required to use a bridge as proposed by the state, how much is this going to cost them? They have to modify their equipment to accommodate it.

MR. MURRAY: I don't think that we would be prepared to answer. I think I could say this though, with Mr. Gould's permission the chips moving from the base, moving units of maximums of 13 units, moving in units, carrier transportation carrier maximum is 13 units, chips from his plant could be conveyed into a barge, hydraulically, which could carry 250 units, which would indicate that the greater volume would be 20 times the volume now being moved, which for all practical purposes could justify economically the modification of equipment now being used, without having going into the actual study of it. Although we are in a report prepared for the three agencies going to discuss and show the economics of the movement of chips, by the three carriers.

COL. WINEGAR: Mr. Murray I would like to ask you one question. You refer to this movement of chips by barge to a destination on the Columbia

River and refer to the number of units the barge would carry. Would that same barge fit into this rather narrow channel, disregarding bridges now for the moment. That barge of that size, you didn't indicate the dimensions be accommodated by this channel or would it be necessary, of necessity require a smaller sized barge than you had reference to?

MR. MURRAY: No, I would say that the channel would accommodate, Colonel, with a very slight modification and I'm more concerned now with depth than with width, but there are a few high spots in the channel but' it's a very minor point, really. Does this also answer the point you brought up about substitute equipment to haul, what we have just discussed would cover that point, would it not?

COL. WINEGAR: It would tend to cover the point, I wouldn't say perhaps the point was as amply covered as we might like.

MR. MURRAY: Well, could we, is there anymore that we could add to it to cover it in more detail here, without providing any supplemental information?

COL. WINEGAR: In many, just to site an example, in many bridges where we are talking about a higher one and somebody says we have to have a hundred twenty feet in order to get this pile driver under there and the state or who ever may be concerned says to do this would cost us a hundred thousand dollars then we are interested in knowing how much it will cost this man to move the pile driver to rig this thing up so he could tip the mast down or lower the boom on it or something of that nature. If this costs him a few hundred dollars, it's hardly appropriate for the state to spend a hundred thousand so he can go through there unimpeded. Now the more definite information we have in weighing the cost of things, the better answer we can come up with. If we don't have any information we use our own judgement.

MR. MURRAY: Well, in this case we are talking about chips, a relatively new commodity being transported by water. Now actually being moved down the Columbia River and the potential of moving it from here is exceptionally good. The possibility is more than theoretical projection, let's put it that way. As far as the cost, I think that a transportation comparison between the present mode of moving chips as against the possible mode would determine what difference your talking or requesting in providing a basis for the bridge or a higher cost bridge to be constructed. Am I right?

COL. WINEGAR: In connection with blowing these chips, I have a question, apparently it was feasible to blow them from this industrial site to the present head of navigation. What is the limit on the distance you can actually economically blow those, in other words a barge located just downstream from the proposed bridge, is that within range of blowing these chips from the industrial site or not?

MR. MURRAY: A barge downstream from the proposed bridge?

COL. WINEGAR: Yes.

MR. MURRAY: I would say that it would be possible but not too practical from an economical point of view. As to how far you could blow them, we wouldn't dare make a projection at this time, because there are a number of engineering studies underway and very few people would go out to say how far they could be blown without any destruction.

MR. RAGSDALE: How is the lumber being moved now from the Diamond Lumber Company? You spoke of using barges to move the lumber.

MR. MURRAY: I don't know that I'd be at liberty to answer that with Mr. Gould here, but he nodded his head indicating so, I believe a great portion of it is by rail and I might add Mr. Ragsdale, if I might that in

Tillamook County they have perhaps the largest stand of hemlock lumber that you will find in publicly owned or publicly controlled timber lands in the state of Oregon and hemlock lumber is by far one of the heaviest lumbers and it cannot be economically transported by rail unless the lumber is dried. So the same works true with the chips. The chipping of hemlock would almost require a low as lowest transportation as possible based on a volume basis. To explain, chips moved by truck are governed by the weight the truck can carry over the highway. Although the freighting of the chips is on the volume basis. The same holds true for railroad. The weight governs the amount that can be placed in a carrier unit, whereas in barges weight is not the factor, there is no factor, so that is the reason that so much hemlock on this coast has moved by barge to California or by ship to the East coast. It is a very predominate factor here because it is one of the heaviest hemlock areas as I mentioned in the State of Oregon. Thank you.

COL. WINEGAR: Thank you Mr. Murray. Is there anyone else now who has not made a statement who wishes to do so? Many of you here are very familiar with procedures just how this works. Possibly there are a few of you who are not. For the benefit of those people, I would like to mention what the procedure is. Obviously with the opposing views that we have here, it is not practical for us to indicate at this time our recommendation. It is necessary that we take all this data plus other data which we've received previously and carefully analyze, the staff does and finally we arrive at our recommendation. I'm not the approving authority in this case. It is the Secretary of the Army who either approves or disapproves this plan. I, as the District Engineer make a recommendation and forward all the supporting data to the next higher echelon which in this instances is the Division Engineer of the North Pacific Division who has his office in Portland also and his staff carefully reviews this and he can return all this record to me for correction if he thinks that's necessary or to obtain supplemental information or if he elects he can reverse my recommendation. Similarly it goes from the Division Engineer to Chief of Engineers in Washington where it is again reviewed and finally to the Secretary of the Army. And the Secretary of the Army is then the approving authority, he either approves or disapproves the application of the state. Appreciate it very much your coming here and expressing your views. This concludes the hearing, thank you very much.

RECEIVED
AUG 26 1959

August 25, 1959

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Mr. Cover of your office requested estimates on the difference in cost between the grade line we have shown on our application for the Tillamook River crossing and a grade line increasing this clearance to 30 feet above MHHW. Mr. Merchant has given these estimates to Mr. Cover over the phone. This is to supplement this information and give the detailed breakdown of the costs.

In initiating this project we have discussed clearances with the navigation interests in the area, with the county court, and with the Port District. Except for one operator, Henry Sause, no objections were raised to the grade line and clearances shown on the attached drawing. The Tillamook Bay Port Commission approved our permit applications on the basis of a grade line which would provide 21.98 feet above MLLW. After the application was made and notices sent out, the Port Commission apparently changed its mind and advised the U. S. Engineers that it was withdrawing its approval.

The request of Mr. Sause is for 30-foot clearance above MHHW. This would raise our grade line about 15 feet. The soil in this area is a very soft marine deposit and our Soils Department advises that the maximum fill it can support is about 15 feet. In order to keep fill heights within this limit, it will be necessary to lengthen the structure from the 650-foot length shown in our application to 1,855 feet. This lengthening of the structure accounts for the major portion of the increased cost.

The estimated cost of the project on the grade line as submitted in our application is

Bridge	$ 182,518
Roadway approaches	135,400
	$ 317,918

On the higher grade line

Bridge	$ 497,816
Roadway approaches	121,200
	$ 619,016

The present structure was built in 1928. It has a steel swing draw on pile piers with pile trestle approaches at each end. The present bridge has not been opened for river traffic since February 1952, at which time a pile driver made a round trip through the structure. The last commercial navigation, other than construction equipment, was in 1948 when there were six openings.

We do not feel that the remote possibility of barging of logs from the area above the bridge is any justification for the additional construction cost or for the additional rise and fall which would be introduced into the highway.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
M Mr. Ivan D. Merchant

FORM E-123-X 87.5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 18, 1959

U. S. Army Engineers
628 Pittock Block
Portland 5, Oregon

Attention: Lt. Colonel J. Newton Cox
Deputy District Engineer

Gentlemen:

Reference is made to your letter regarding plans of the Highway Department for construction of the Tillamook River Bridge on the Netarts Secondary Highway in Tillamook County.

The plans are not complete at this moment. As soon as they are, they will be submitted to the Stillwell Drainage District's Board of Supervisors for the approval of that agency and then immediately thereafter submitted to you for your examination and approval.

Very truly yours,

J. D. Walker
Division Engineer

JDW:AM
cc Mr. G. S. Paxson
Mr. Tom Edwards

NOTED
G. S. PAXSON

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NPPGW-8 13 August 1959

Oregon State Highway Department
Salem
Oregon

ATTENTION: Mr. J. D. Walker, Division Engineer

Gentlemen:

Reference is made to the application and plans of the Oregon State Highway Department for construction of a highway bridge across the Tillamook River, approximately 725 feet downstream from the existing bridge.

The embankment for the approach road to the west end of the bridge crosses the Stillwell Drainage District levee at two locations. This office is currently engaged in a project for raising and strengthening the levee and it is anticipated that the work will be completed this fall.

It is requested that drawings showing the proposed work in the vicinity of the Stillwell levees be submitted to the Board of Supervisors, Stillwell Drainage District, for the approval of that agency prior to approval by this office, in accordance with the procedure set forth in the inclosed information circular.

The plans submitted for approval should include cross-sections of the approach embankment showing its position relative to the levee and details of any piers or footings which may be located in the levee. Treatment of the structure in the vicinity of your station 44+00, where the relocated highway apparently intersects the levee should also be detailed. Method of draining any area isolated by the construction of the embankment should be clearly indicated.

Separate treatment of the highway-levee problem should avoid its interjection in the forthcoming navigation hearing on your bridge permit application.

Very truly yours,

1 Incl.
Information Circular

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

RECEIVED
AUG 17 1959
FOR FILING

S-1 (9)

R

August 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Re: Tillamook River Bridge, Netarts Secondary Highway in Tillamook County, S-1 (9)

A project on our secondary state highway program is the replacement of the existing bridge over the Tillamook River and a revision of the approaches thereto. This project was discussed with navigators in the area, with the County Court, and with the Port District. Except for one operator, Henry Sause, no objections were raised to the grade line and clearances shown on the attached drawings. The Tillamook Bay Port Commission approved our permit application drawings on the basis of a grade line which would provide 21.98 feet above MLLW. After the application was made and the notices sent out, the Port Commission apparently changed its mind and advised the U. S. Engineers that it was withdrawing its approval. The demand by Mr. Sause is for a 30-foot clearance above MHHW, which would raise our grade line about 15 feet.

I am attaching hereto prints from Sheet No. 3 of the plans for the project on which, in blue line, is shown the grade line that we have applied for and in red, superimposed on the same drawing, I have shown the grade line that would be necessary for the higher clearance. The soil in this area is a very soft marine deposit and our Soils Department does not feel that it will support a fill in excess of about 15 feet. This makes it necessary to lengthen the bridge from the original 650 feet to 1,355 feet and accounts for the major portion of the increased cost.

I am also attaching a set of prints of the application to the U. S. Engineers for permit and copies of the roadway and structural cost estimates on both grade lines. You will note that on the low grade line the cost is approximately $318,000 and on the high grade line the cost is $619,000, almost a doubling of the cost of the project.

The present structure was built in 1928 and has a steel swing draw on pile piers with pile trestle approach on either end. The bridge has not been opened for river traffic since February of 1952, at which time a pile driver made a round trip on the river above the bridge. The last commercial navigation, other than construction equipment, was in 1948 when there were six openings. We do not feel that the remote possibility of the barging of logs from the area above the bridge is any justification for the additional construction cost or for the additional rise and fall which would be placed on the highway.

I am sending a copy of this letter by air mail to Mr. Kurylo as the hearing is to be held on September 3, 1959, which is the day following the hearing on the Willamette River Bridge in Portland. Since Mr. Kurylo is to help us at the Portland hearing, I am hoping he can arrange to stay over an extra day and be with us at the hearing in Tillamook.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gn
Attachments

cc Mr. Walter Kurylo - Mr. W. C. Williams - Mr. J. D. Walker

Mr. Kurylo:

I am attaching copies of the notices of hearings at Portland and Tillamook.

G.S.P.

Form E-240-Rev.—1M—1-57

PRELIMINARY
GR. LINE TO PROVIDE
30' VC ABOVE MHHW

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name Tillamook River Bridge County Tillamook Bridge No. 1345A

Section and station Tillamook R. Br. Sect. Highway Netarts Sec'n

Estimate made by WWH Date 8-13-59 Checked by .... Date ....

Description 1855' Bridge 26' rdwy. Spans: 28@30' Precast bm. spans on tr. tim. pile bts., 85' Type II bm span with dumb bell piers on untr. piling, 31@30 Precast bm. spans.

Estimate From (Strike out the ones which do not apply)
~~No-plans~~
Sketch
~~Completed plans; drawing No.~~ ....

Calc Book No. .... Class .... Loading ....

		ESTIMATE		
ITEMS	UNIT	Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum	ALL	–	20,000
Excavation	cu. yds.	260	15	3900
Excavation below elevation shown	cu. yds.			
Tr. Tim. piling	lin. ft.	24,360	1.30	31,668
Tr. Tim. piling	No.	348	50	17,400
Untr. Tim. piling	lin. ft.	3200	1.00	3200
Untr. Tim. piling	No.	80	60	4800
Class A concrete	cu. yds.	2632	65	171,080
Seal concrete	cu. yds.	77	40	3080
Metal reinforcement	lbs.	658000	0.13	85,540
Treated Lumber	M. B. M.	129	300	38,700
Structural .... Steel	lbs.			
Structural .... Steel	lbs.			
Handrail	lin. ft.	3710	6	22,260
Riprap	cu. yds.			
Removal of old bridge	lump sum	ALL	–	7500
Maintenance of traffic	lump sum			
Type II Beams	Lin. Ft.	425	30	12,750

Subtotal	$421,878
Plus 18 per cent for contingencies & Engr.	75,938
Total construction cost	$497,816
~~Plus 10 per cent for engineering~~	
Total cost	

State Printing [illegible]

Form E-46a—

.................2.................., 19.......

STATE OF OREGON

HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Estimate of Cost

Tillamook River Bridge Section

Netarts Hwy

Str. 27+90 - 46+50.

STATE PRINTING

Item	Unit	Net Quan.	Allow.	Total Quan.	Unit Price	Amount
Clearing & Grubbing	All					3,500
General Exc. (unclassified)	Cu. Yds.	500	50	550	.75	412.5
Special Borrow Excavation (unclass.)	" "	80,432	8,068	88,500	.65	57,52
Finishing Rdbed & Slopes	Mile	0.48	—	0.48	800.00	384
72-inch Asbestos Bonded C.M.P.	Lin. Ft.	146	14	160	47.00	7,52
Coarse Crushed Material in Base	Cu. Yds.	5062	508	5,570	2.75	15,317.5
3/4"-0" Material in Base	" "	837	83	920	3.00	276
Sprinkling	M-Gal.	240	25	265	3.00	795
Preparation of Base	Mile	0.48	—	0.48	300.00	144
120-150 Asphalt	Tons	26	3	29	55.00	1595
RS-1 Asphalt	"	7	1	8	65.00	520
Furnish & Place Aggregates	Cu. Yds	368	37	405	4.25	1,721.25
~~Loose Riprap~~	~~" "~~					
Metal Sight Posts	Each	21	4	25	5.00	125
Metal Guard Rail	Lin Ft.	2190	210	2400	3.00	7,200
						$99,519.25

Flagging	$1,000.00	
Signs	500.00	1500.00
		101,019.25
Engr. & Cont. 20%		20,180.75
		$121,200

OREGON STATE HIGHWAY DEPARTMENT
Bridge Division

PRELIMINARY Estimate Sheet

Bridge name TILLAMOOK RIVER BR. [illegible] County TILLAMOOK Bridge No [illegible]
Section and station [illegible] Highway NETARTS [illegible]
Estimate made by [illegible] Date 8-[illegible]-54 Checked by Date
Description 850' BRIDGE [illegible] SPANS: 20-30' [illegible]
[illegible] PILE BTS., 65' TYPE IV BM ON DBL SHEET [illegible]
[illegible] 125' PRECAST BM SPANS ON PILE BTS.

Estimate From (Strike out the ones which do not apply) ~~No plans~~ / Sketch / Completed plans; drawing No
Calc Book No. Class Loading

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			
Excavation	cu. yds.			
Excavation below elevation shown	cu. yds.			
[illegible] Tim. piling	lin. ft.	13090	1.40	18,326
[illegible] piling	No	154	60	9240
piling	lin. ft.			
piling	No.			
Class A concrete	cu. yds.	859	65	55,835
concrete	cu. yds.			
Metal reinforcement	lbs.	245,000	0.14	34300
TREATED Lumber	M. B. M.	255	35.00	8925
Structural Steel	lbs.			
Structural Steel	lbs.			
Handrail	lin. ft.	1300	6	7800
Riprap	cu. yds.			
Removal of old bridge	lump sum	ALL		7500
Maintenance of traffic	lump sum			
TYPE IV BMS.	LIN. FT.	425	30	12,750

Subtotal	$154,676
Plus ~~10~~ 18 per cent for contingencies & ENGR.	27,842
Total construction cost	
~~Plus 10 per cent for engineering~~	$182,518
Total cost	

State Printing 843

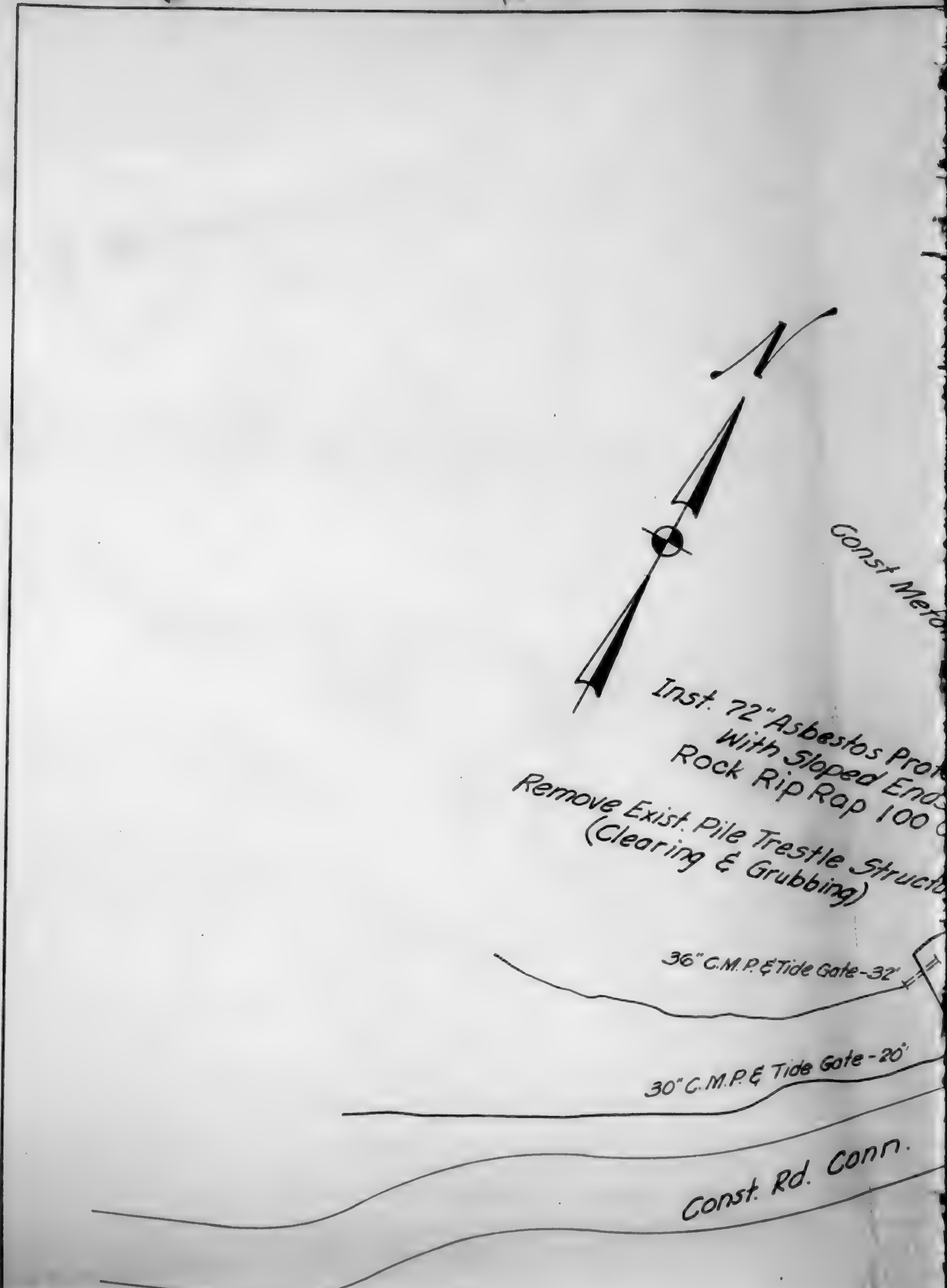
ESTIMATE OF COST

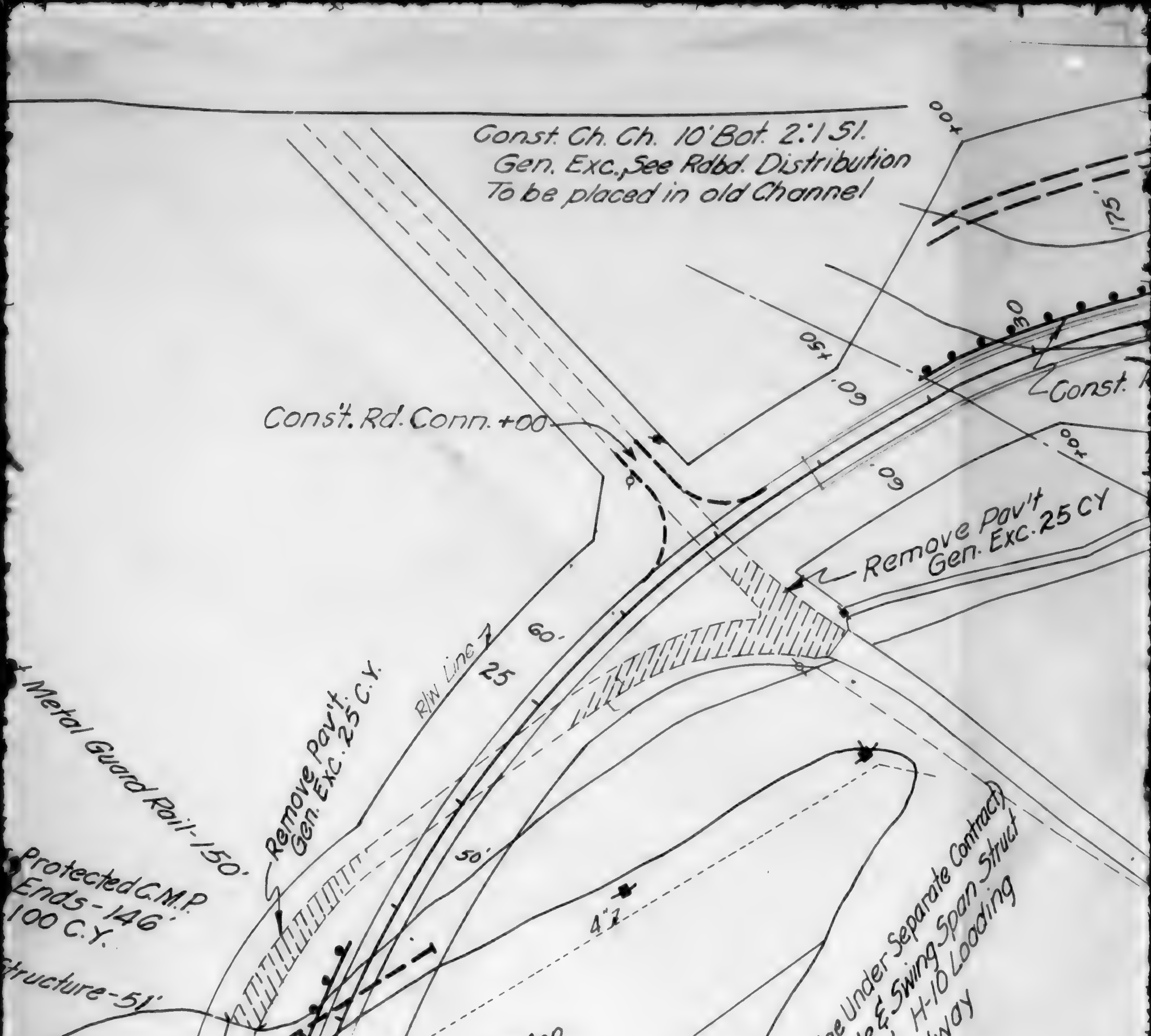
TILLAMOOK RIVER BRIDGE SECTION
NETARTS HIGHWAY
TILLAMOOK COUNTY

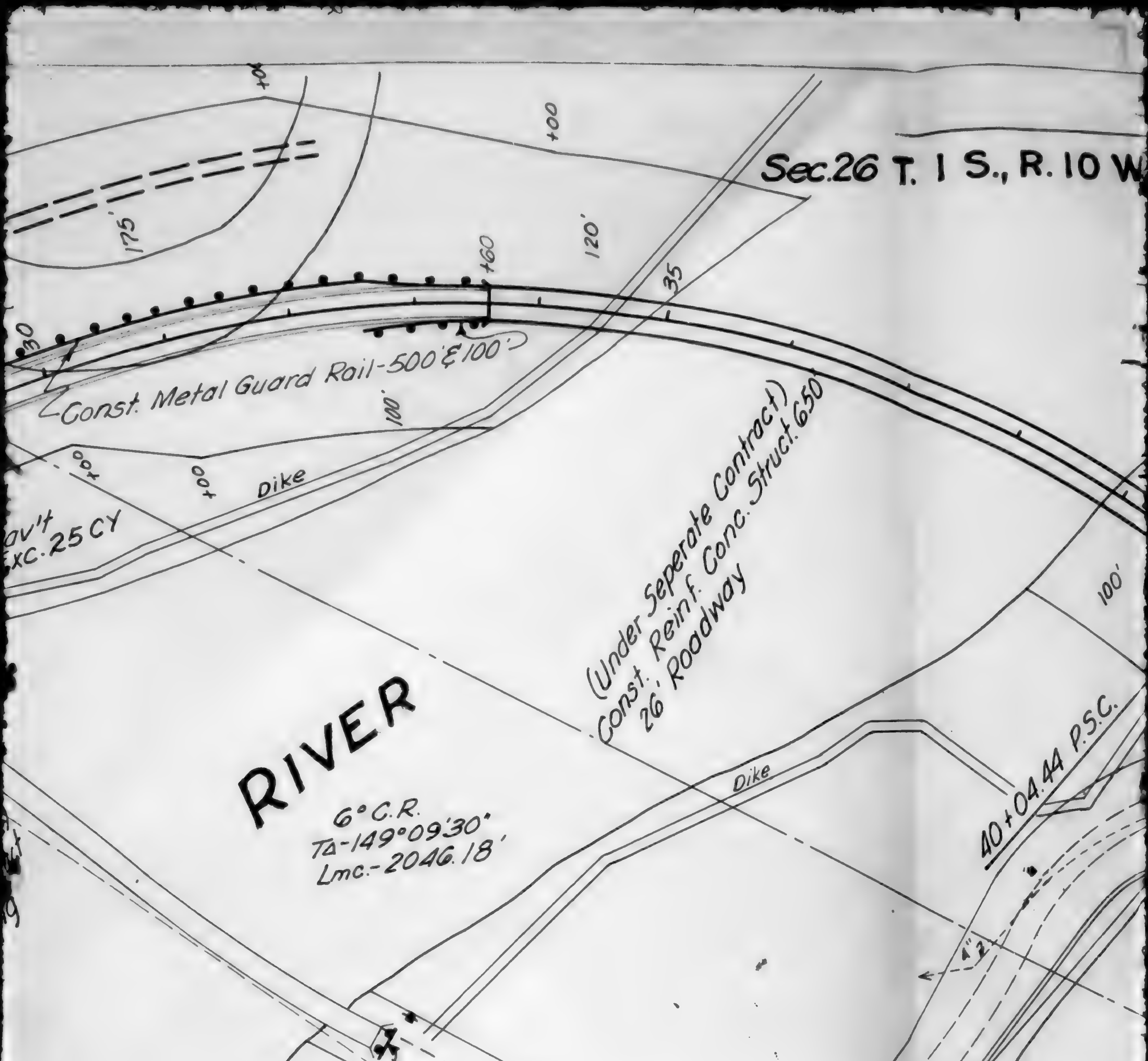
March 26, 1959

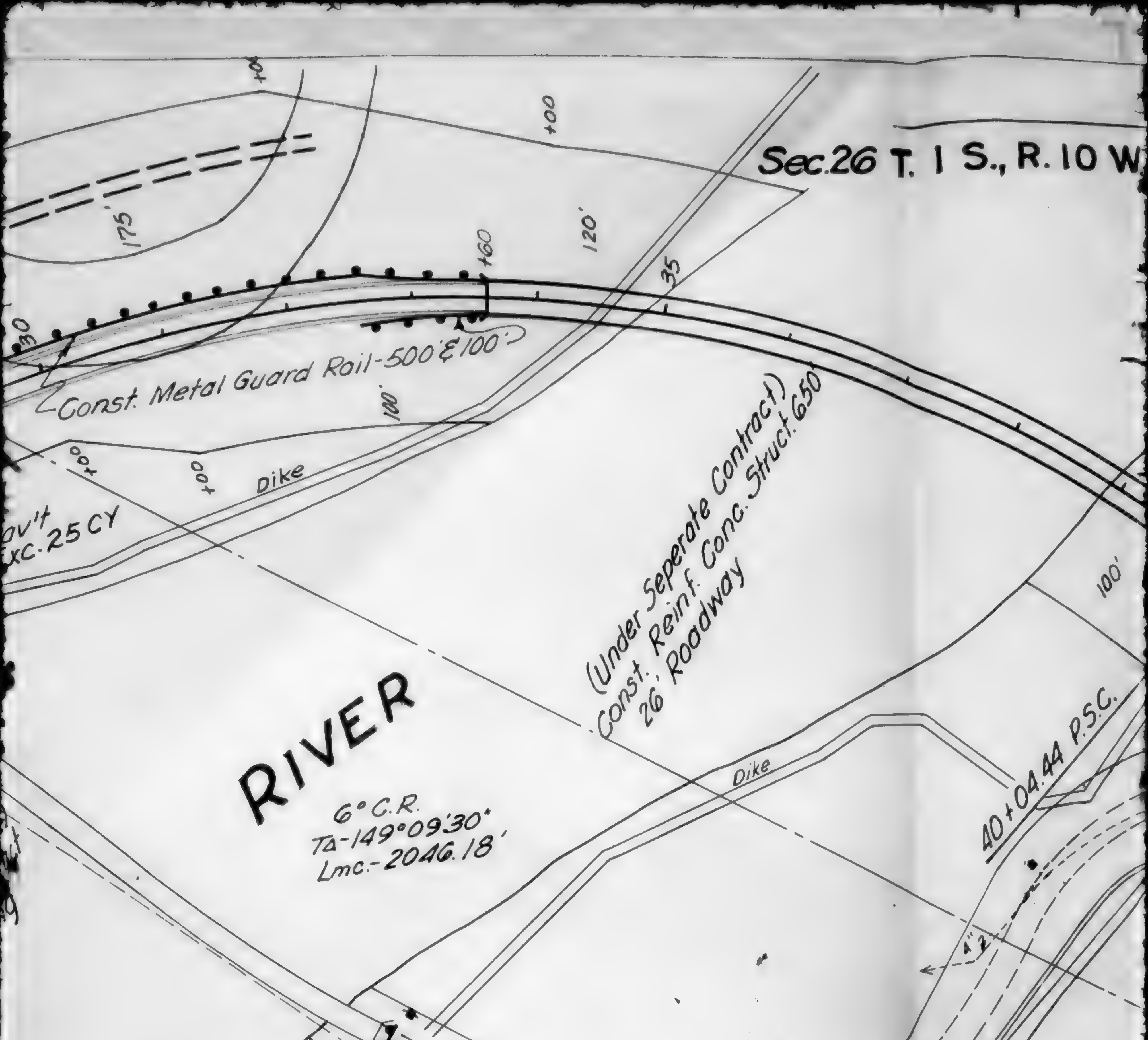
Item	Unit	Net Quan.	Allow	Total Quan.	Unit Price	Amount
Clearing and Grubbing	All				$	$ 3,500.00
General Excavation, Unclassified	Cu. Yds.	3,159	341	3,500	.75	2,625.00
Special Borrow Excavation, Unclassified	" "	96,494	9,706	106,200	.65	69,030.00
Finishing Roadbed and Slopes	Mile	0.46	—	0.46	800.00	368.00
72-inch Asbestos Bonded Corrugated Metal Pipe	Lin. Ft.	146	14	160	47.00	7,520.00
Coarse Crushed Material in Base	Cu. Yds.	4,850	550	5,400	2.75	14,850.00
3/4" - 0 Material in Base	" "	802	98	900	3.00	2,700.00
Sprinkling	M-Gal.	230	20	250	3.00	750.00
Preparation of Base	Mile	0.46	—	0.46	300.00	138.00
120-150 Asphalt	Tons	25	3	28	55.00	1,540.00
RS-1 Asphalt	"	7	1	8	65.00	520.00
Furnish and Place Aggregates	Cu. Yds.	353	37	390	4.25	1,657.50
Loose Riprap	" "	500	50	550	4.00	2,200.00
Metal Sight Posts	Each	25	5	30	5.00	150.00
Metal Guard Rail	Lin. Ft.	1,150	100	1,250	3.00	3,750.00
						$111,298.50
Flagging $1,000.00						
Signs 500.00						1,500.00
						$112,798.50
	Engineering and Contingencies 20%					22,601.50
						$135,400.00

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK		
NO.		


N
Const Metal
Inst. 72" Asbestos Prot
With Sloped Ends
Rock Rip Rap 100
Remove Exist. Pile Trestle Struct
(Clearing & Grubbing)
36" C.M.P. & Tide Gate - 32'
30" C.M.P. & Tide Gate - 20'
Const. Rd. Conn.


Const. Ch. Ch. 10' Bot. 2:1 Sl.
Gen. Exc., See Rdbd. Distribution
To be placed in old Channel
+00
175'
30
+50
60'
Const.
Const. Rd. Conn. +00
+00
60'
Remove Pav't
Gen. Exc. 25 CY
60'
R/W Line
25
Metal Guard Rail-150'
Remove Pav't
Gen. Exc. 25 C.Y.
Protected C.M.P.
Ends-146'
100 C.Y.
Structure-51'
50'
4'1
32'
20'
Const. Rd. App.
(Remove Bridge Under Separate Contract)
Pile Trestle & Swing Span Struct.
Length-521', H-10 Loading
17'-5" Roadway
TILLAMOOK
+75
n.
20
R/W Line
19+58.26 P.S.C.
11'
11'
50'
+00

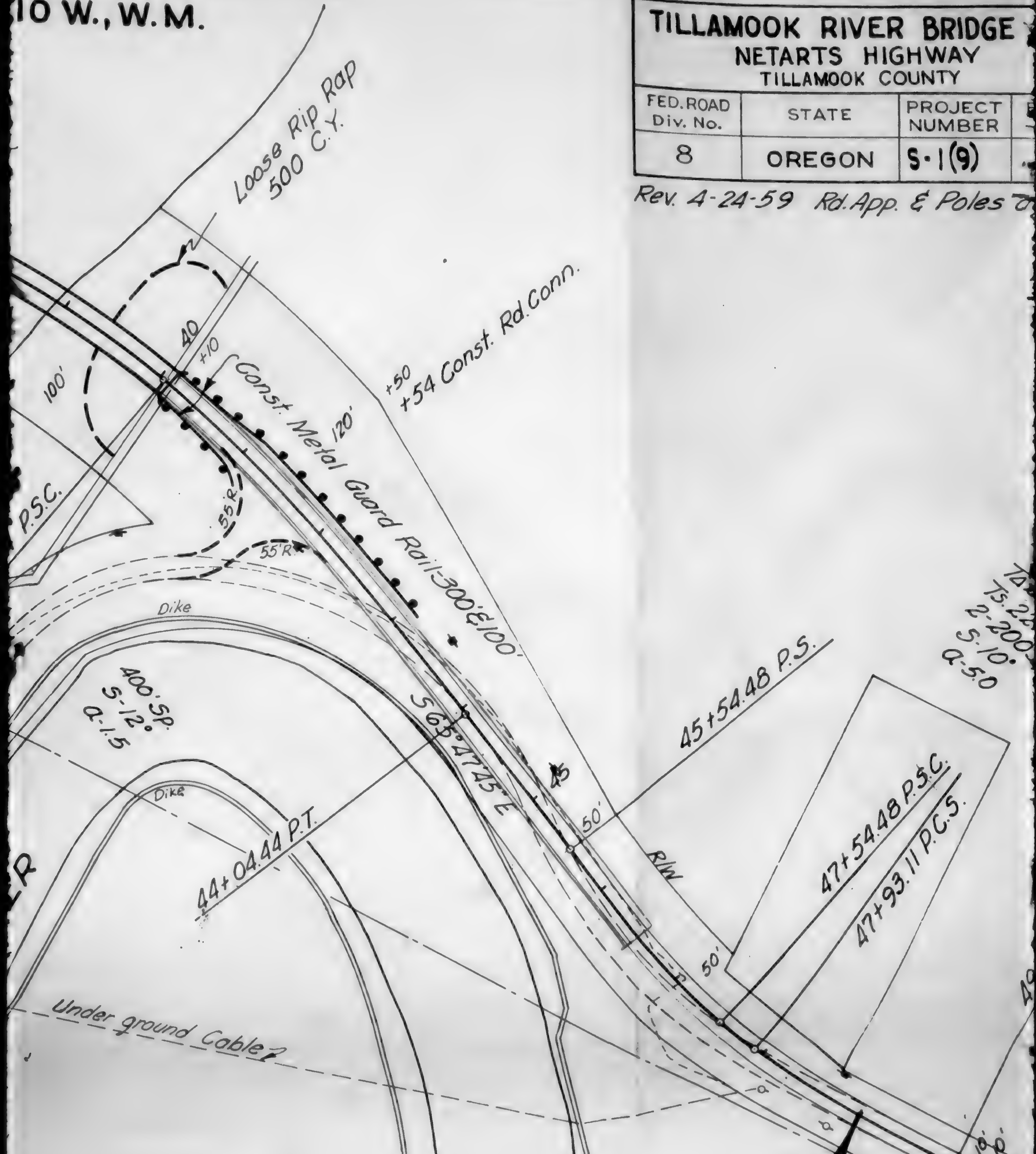

Sec.26 T. 1 S., R. 10 W
+00
+00
175'
+60
120'
35
30
Const. Metal Guard Rail-500' & 100'
100'
+00
+00
Dike
av't
Exc. 25 CY
(Under Seperate Contract)
Const. Reinf. Conc. Struct. 650'
26' Roadway
100'
RIVER
6° C.R.
TΔ-149°09'30"
Lmc.-2046.18'
Dike
40+04.44 P.S.C.
4½
Const. Metal Guard Rail 25'
OLD TRASK RIVER
Un


Sec.26 T. 1 S., R. 10 W.
+00
+00
175'
120'
+60
35
30
Const. Metal Guard Rail-500'& 100'
100'
+00
+00
Dike
av't
Exc. 25 CY
(Under Seperate Contract)
Const. Reinf. Conc. Struct. 650'
26' Roadway
100'
RIVER
6° C.R.
Ta-149°09'30"
Lmc.-2046.18'
Dike
40+04.44 P.S.C.
4'
Const. Metal Guard Rail 25'
OLD TRASK RIVER

TILLAMOOK RIVER BRIDGE
NETARTS HIGHWAY
TILLAMOOK COUNTY

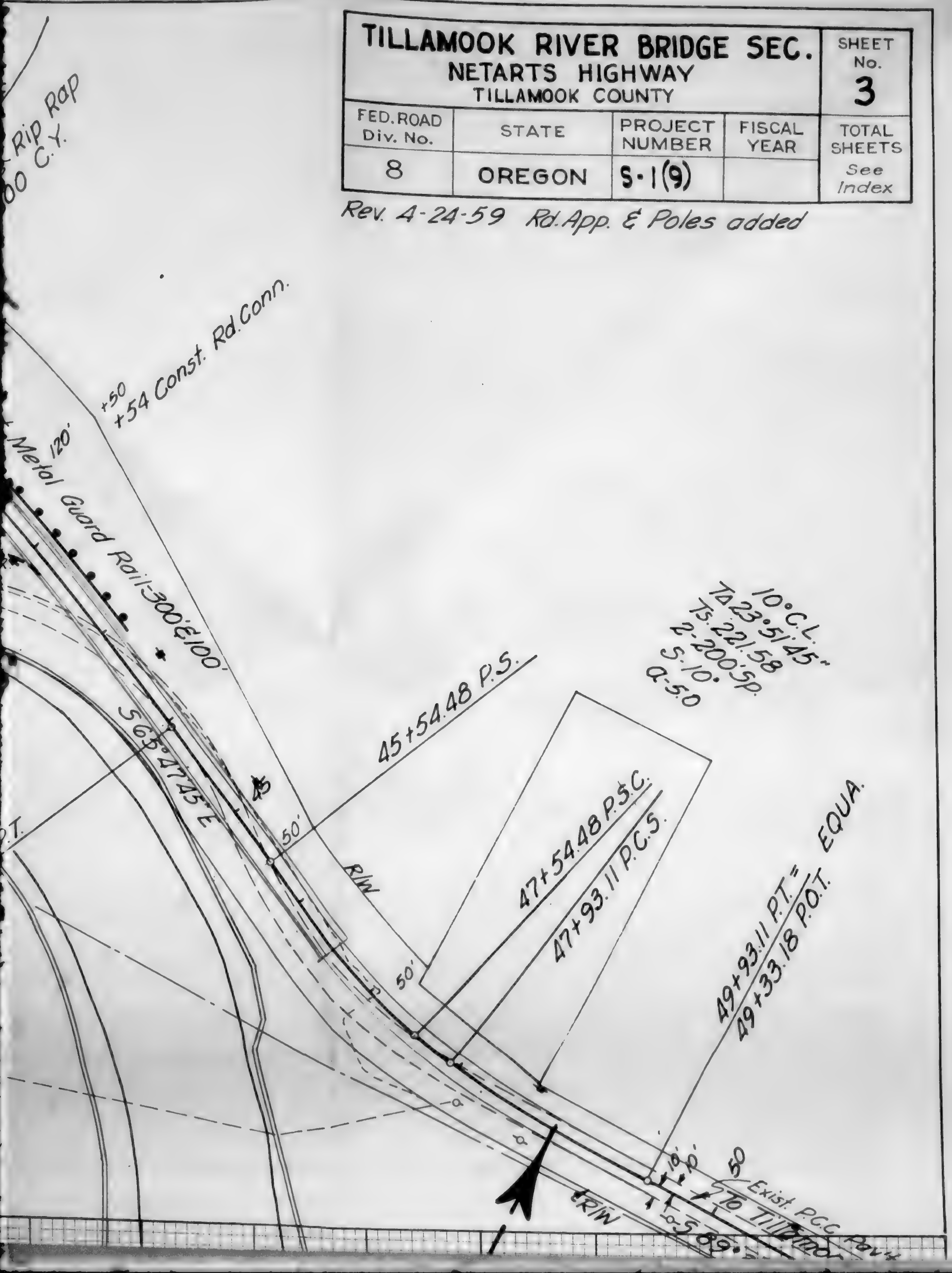
FED.ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	S-1(9)

Rev. 4-24-59 Rd.App. & Poles

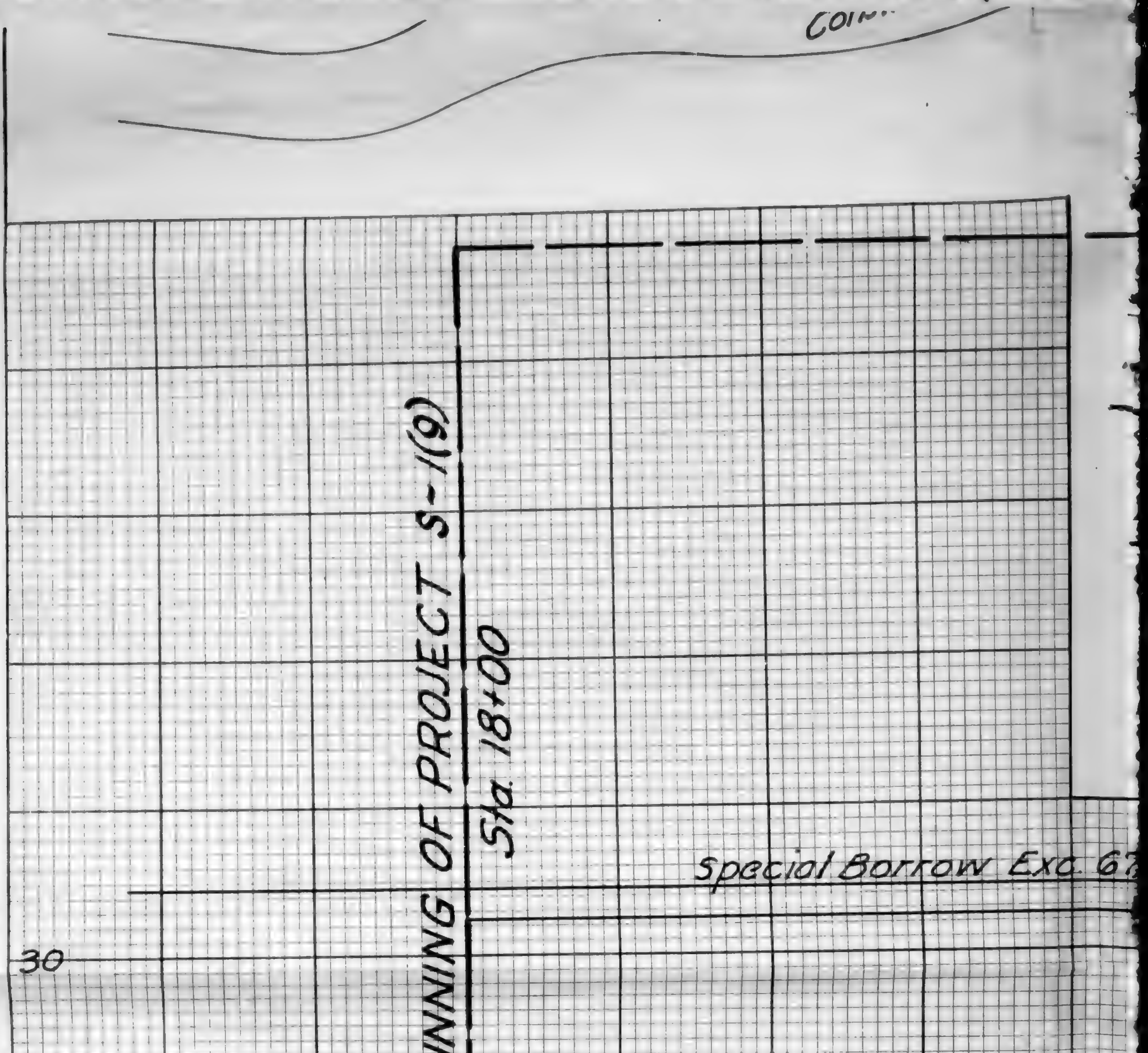

10 W., W.M.
Loose Rip Rap 500 C.Y.
40
+10
100'
Const. Metal Guard Rail-300' & 100'
+50
+54 Const. Rd. Conn.
120'
P.S.C.
55'R.
55'R.
Dike
400' SP.
S-12°
a-1.5
Dike
S 63°47'45" E
45
45+54.48 P.S.
50'
R/W
44+04.44 P.T.
47+54.48 P.S.C.
47+93.11 P.C.S.
50'
Under ground Cable?
R/W
10'
Ts.2
2.200'
S.10°
a-5.0
R

TILLAMOOK RIVER BRIDGE SEC. NETARTS HIGHWAY TILLAMOOK COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-1(9)		See Index

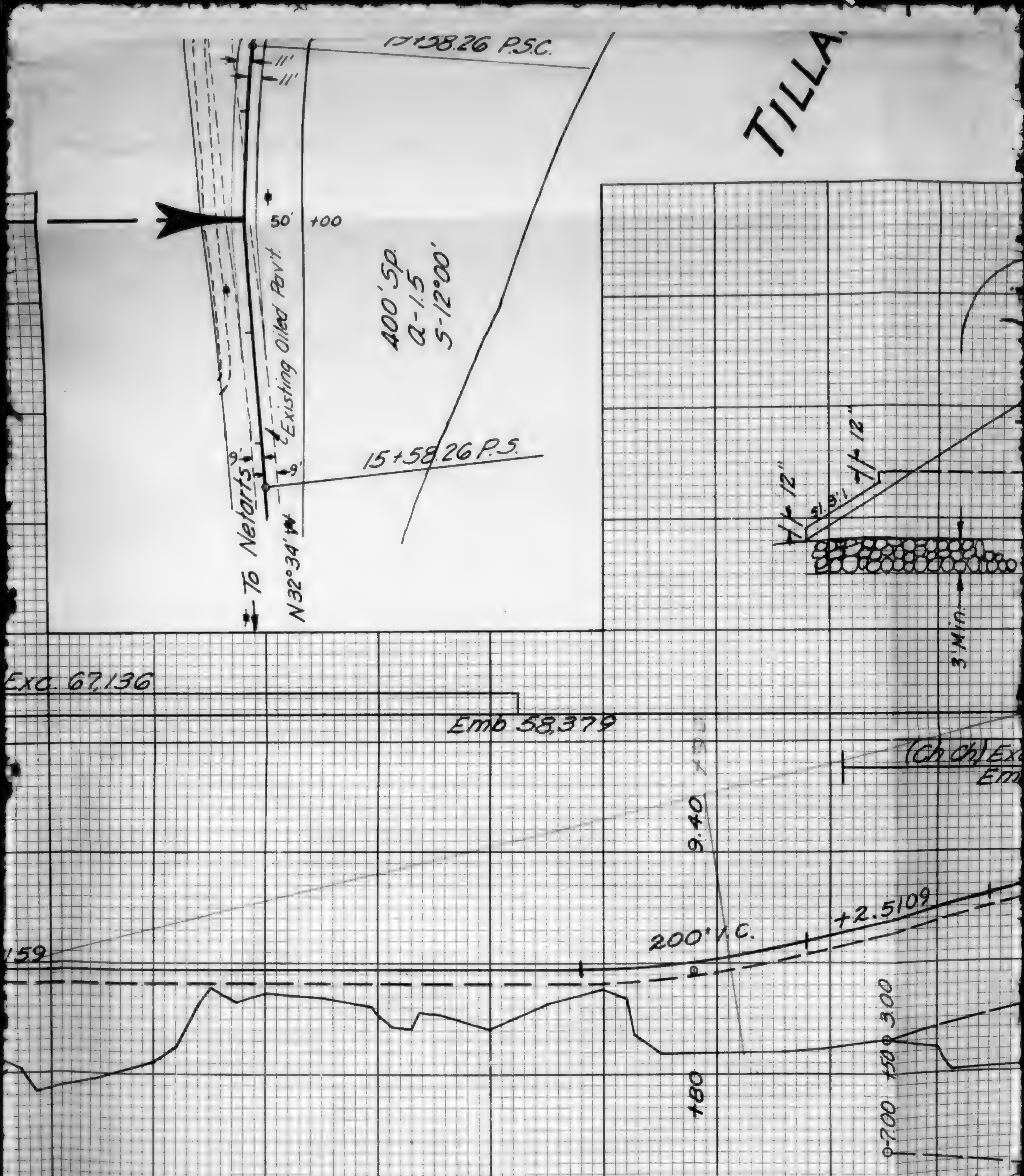
Rev. 4-24-59 Rd. App. & Poles added

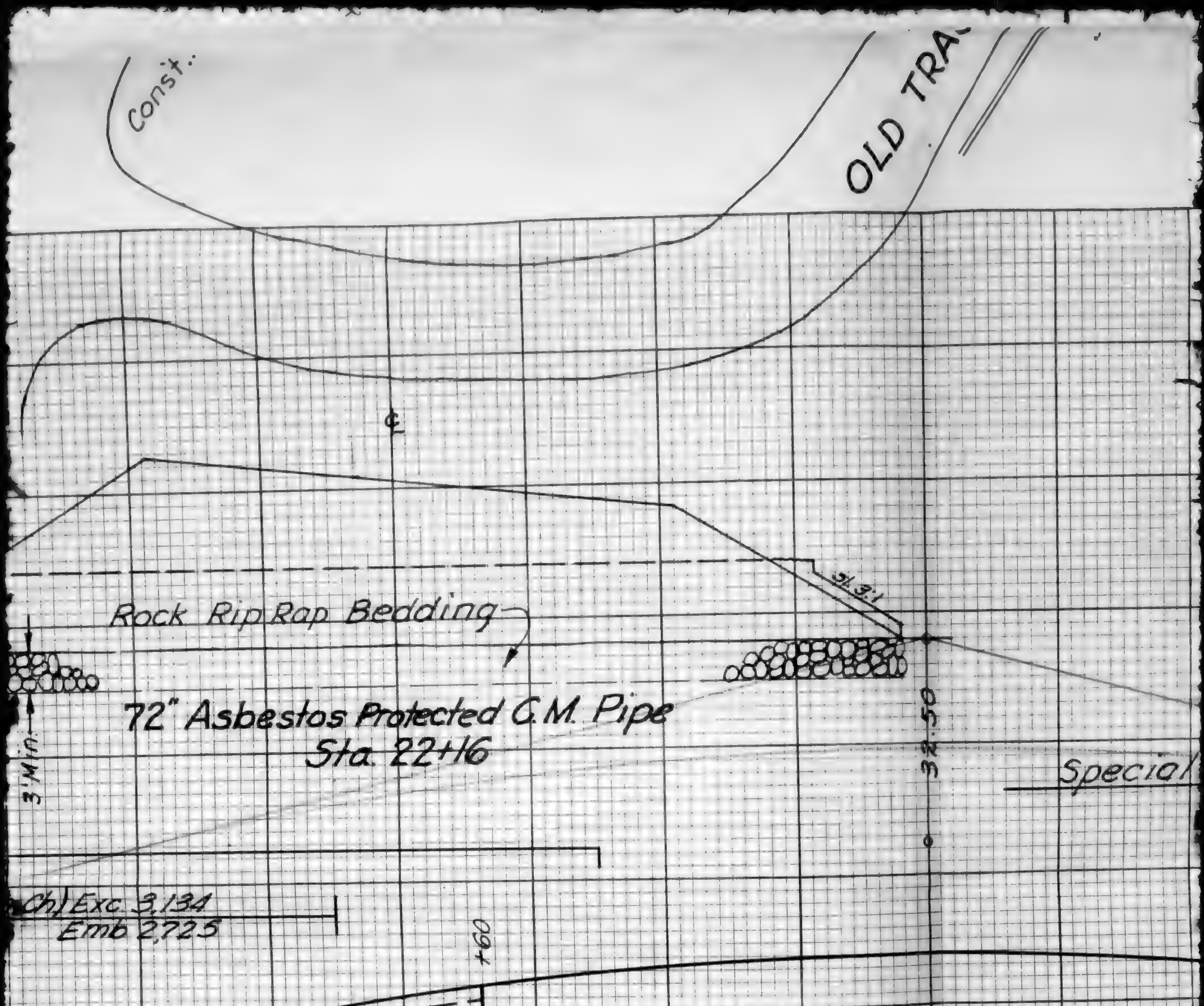


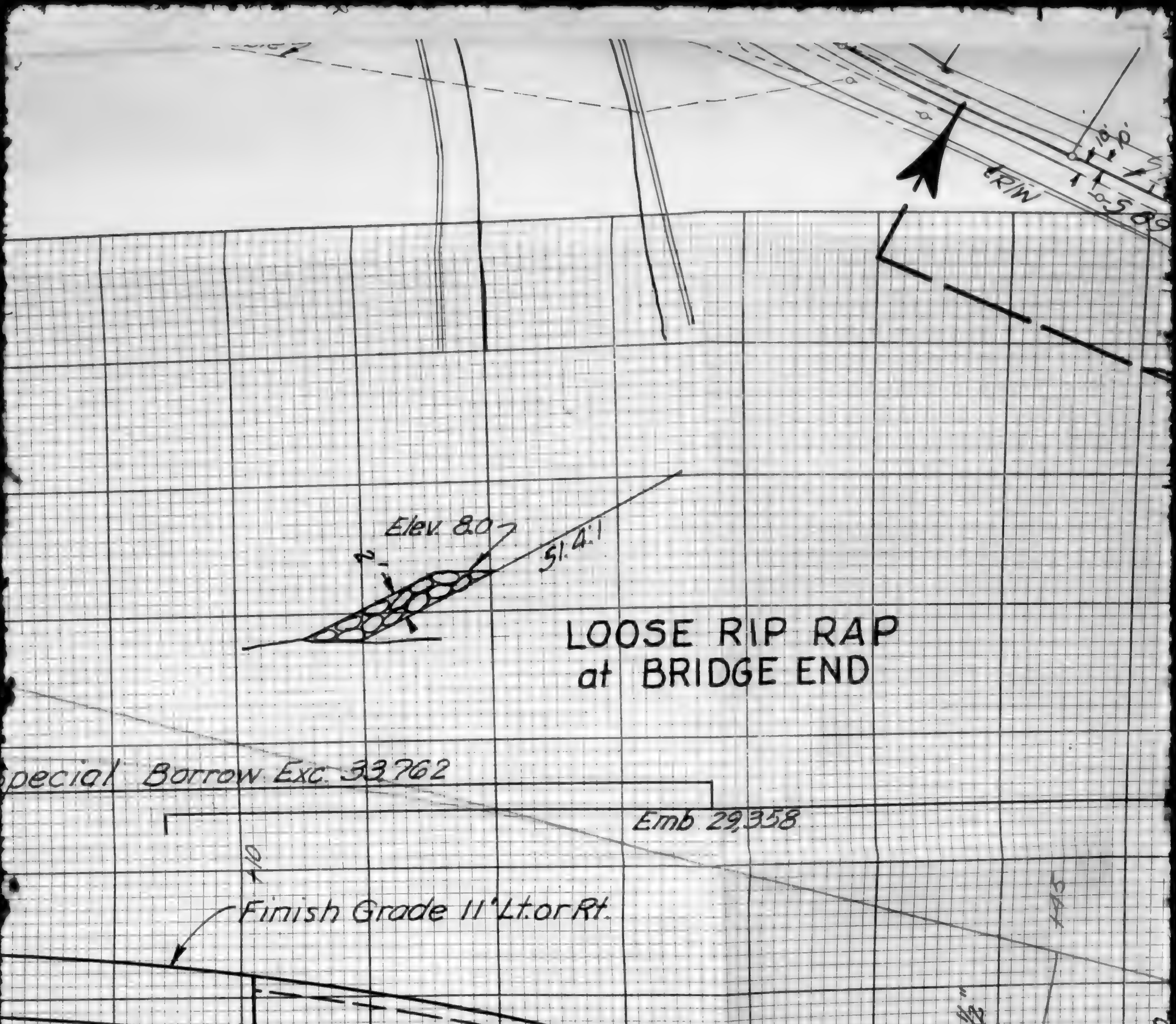
Rip Rap
00 C.Y.
+50
+54 Const. Rd. Conn.
120'
Metal Guard Rail-300' & 100'
10° C.L.
TA 23°51'45"
Ts. 221.58
2-200' Sp.
S. 10°
a-5.0
45+54.48 P.S.
S 65°47'45" E
45
50'
R/W
47+54.48 P.S.C.
47+93.11 P.C.S.
50'
49+93.11 P.T. = EQUA.
49+33.18 P.O.T.
10'
50
Exist. P.C.C. Pavt
To Tillamook
R/W
S 89°
P.T.


COIN
BEGINNING OF PROJECT S-1(9)
Sta. 18+00
Special Borrow Exc. 67
+0.0159
100' V.C.
9.20
+.25
14½"
30
20
10
0
15
20

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

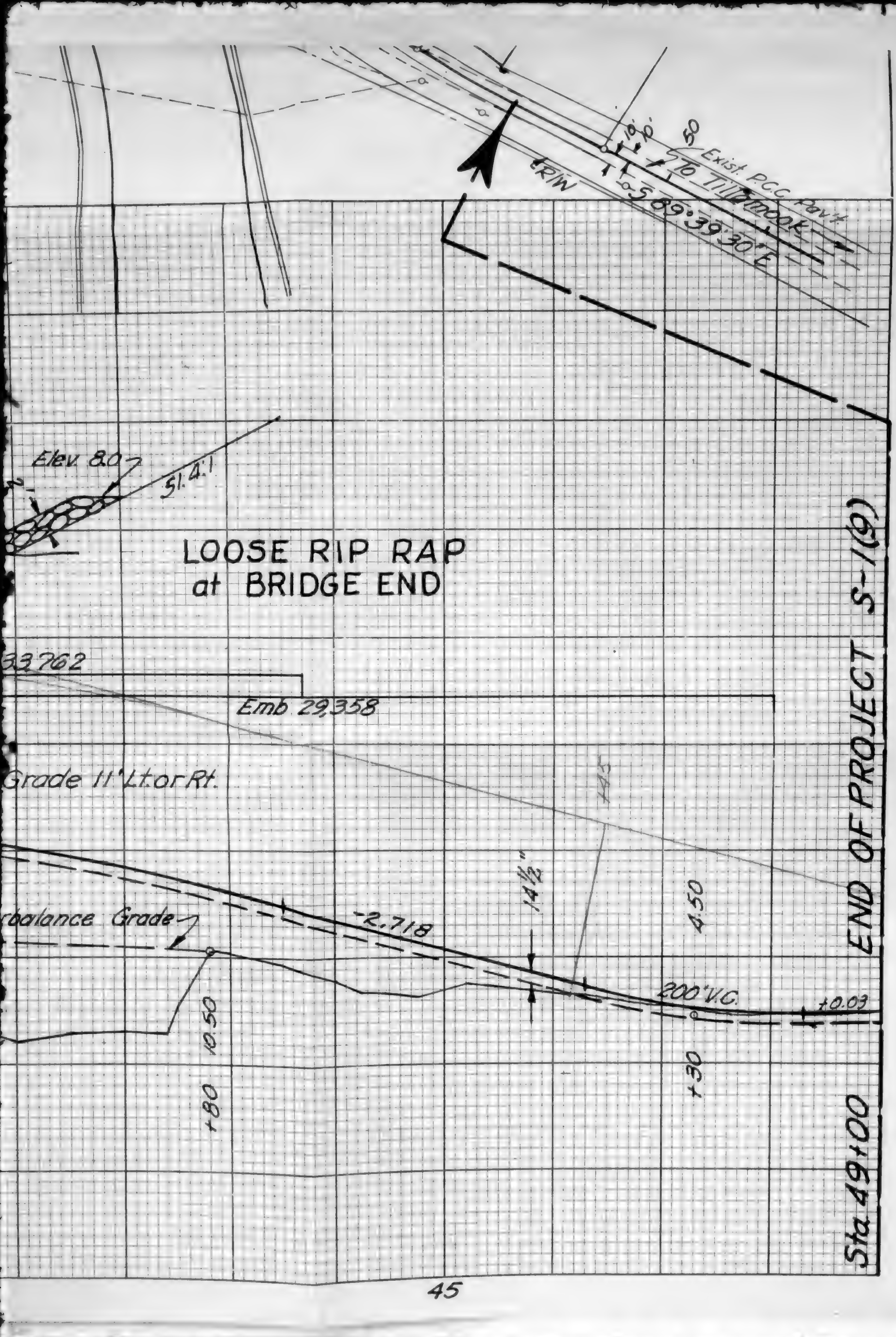

TILLA
17+58.26 P.S.C.
11'
11'
50'
+00
Existing Oiled Pav't.
400' Sp.
a-1.5
S-12°00'
15+58.26 P.S.
9'
9'
To Netarts
N32°34'W
12"
12"
S1.5:1
3' Min.
Exc. 67,136
Emb 58,379
(Ch. Ch.) Exc
Em
9.40
200' V.C.
+2.5109
159
+80
3.00
+50
7.00
+50
Ch. Ch.
25
30


Const.
OLD TRA
℄
Sl. 3:1
Rock Rip Rap Bedding
3' Min.
72" Asbestos Protected C.M. Pipe
Sta. 22+16
32.50
Special
Ch.) Exc. 3,134
Emb 2,725
+60
13.00
1300' VC
℄ Subgrade
1.00
℄ Counterbalance Grade
+95
10.00
h. Ch. Grade
+00
30
35



LOOSE RIP RAP
at BRIDGE END

R/W
Elev. 8.0
2'
Sl. 4:1
pecial Borrow Exc. 33,762
Emb. 29,358
+10
Finish Grade 11' Lt. or Rt.
+45
14½"
4.50
Counterbalance Grade
-2.718
200
12.00
10.50
+70
+80
+30
40
45


Exist. P.C.C. Pav't.
To Tillamook
S 89°39'30"E
℄ R/W
50
10'
10'
Elev. 8.0
Sl. 4:1
2
LOOSE RIP RAP at BRIDGE END
33,762
Emb. 29,358
Grade 11' Lt. or Rt.
rbalance Grade
-2.718
14½"
+45
4.50
200' V.C.
+0.03
10.50
+80
+30
END OF PROJECT S-1(9)
Sta. 49+00

RECEIVED

5-1(9)

[illegible]

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NOTED
W. C. WILLIAMS

NPPKS-4
NPP 285/70a(Tillamook Riv.-Bridge)-1

5 August 1959

NOTICE OF PUBLIC HEARING

The application of the OREGON STATE HIGHWAY DEPARTMENT, Salem, Oregon, for a new highway bridge across TILLAMOOK RIVER near TILLAMOOK, OREGON, will be considered at a public hearing on the subject, to be held by the undersigned at 1:15 p.m. on 3 September 1959, in the County Court Room of Tillamook County Court House, Tillamook, Oregon.

All interested parties are invited to be present or to be represented at the above time and place, particularly the officials of any county, city, town, or local association whose interests may be affected by the proposed work. They will be given opportunity to express their views as to the suitability of the location and the adequacy of the plans in reference to navigation and to suggest changes considered desirable.

Oral statements will be heard, but for accuracy of record all important facts and arguments should be submitted in writing (5 copies), as the records of the hearing will be forwarded for consideration by the Department of the Army. Written statements may be handed to the undersigned at the hearing or mailed to him beforehand.

The plans submitted by the applicant show the proposed bridge to be approximately 725 feet downstream from the existing bridge. It is proposed to construct a FIXED bridge to provide a horizontal clearance of 70 feet in the navigation channel. Vertical clearances proposed are as follows:

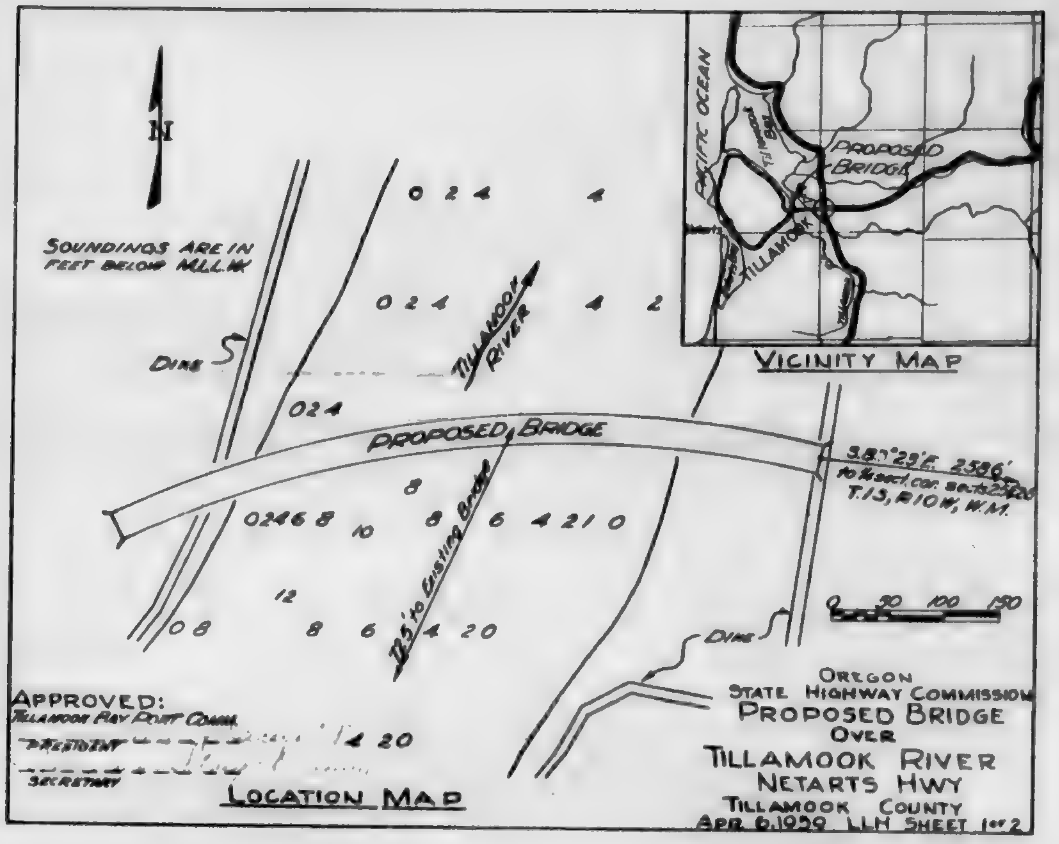
Above mean lower low water	2 .9 feet
Above mean higher high water	15.1 feet

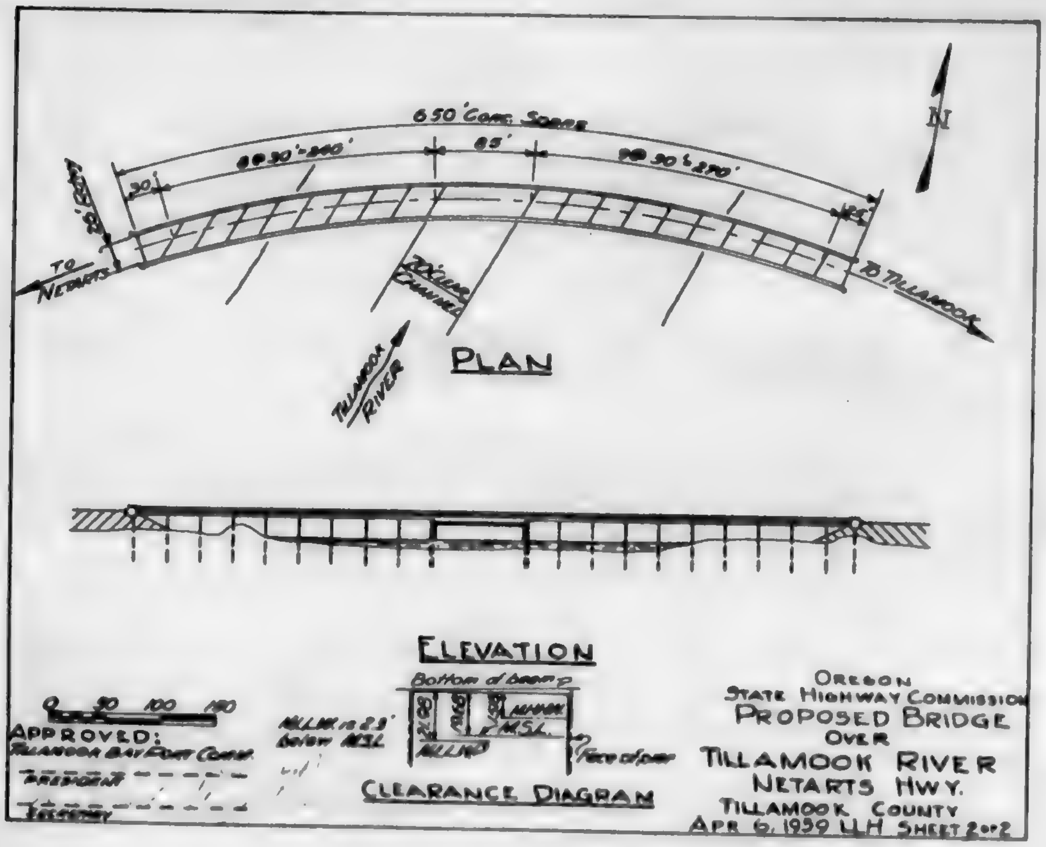
Plans showing the location and clearances of the bridge are shown on the reverse side of this notice. Additional information may be obtained from this office.

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

RECEIVED
AUG 7 - 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 7 1959


N
SOUNDINGS ARE IN FEET BELOW M.L.L.W.
0 2 4
4
0 2 4
4
2
TILLAMOOK RIVER
DIKE
0 2 4
PROPOSED BRIDGE
8
0 2 4 6 8
10
8
6
4 2 1 0
12
0 8
8
6
4 2 0
72.5' to Existing Bridge
S.87°29'E. 2586' to ¼ sect. cor. sects. 23 & 26 T.1S, R10W, W.M.
PACIFIC OCEAN
TILLAMOOK BAY
PROPOSED BRIDGE
TILLAMOOK
VICINITY MAP
0 50 100 150
DIKE
APPROVED:
TILLAMOOK BAY PORT COMM.
PRESIDENT
SECRETARY
4 20
LOCATION MAP
OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
TILLAMOOK RIVER
NETARTS HWY
TILLAMOOK COUNTY
APR. 6, 1959 LLH SHEET 1 of 2


650' Conc. Spans
8 @ 30' = 240'
85'
9 @ 30' = 270'
30'
25'
20' Roadway
TO NETARTS
TO TILLAMOOK
N
70' Clear Channel
TILLAMOOK RIVER
PLAN
ELEVATION
0 50 100 150
APPROVED:
TILLAMOOK BAY PORT COMM.
PRESIDENT
SECRETARY
M.L.L.W. is 2.3' below M.S.L.
Bottom of beam
M.H.H.W.
M.S.L.
M.L.L.W.
Face of pier
CLEARANCE DIAGRAM
OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
TILLAMOOK RIVER
NETARTS HWY.
TILLAMOOK COUNTY
APR. 6, 1959 LLH SHEET 2 of 2

FORM 123-X 37.5M 10-58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 10, 1959

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Re: Fixed Bridge over the Tillamook River
on the Netarts Secondary Highway

As requested by you recently, a study has been made of the effect of increasing the vertical clearance to 30' above M.H.H.W. for the proposed fixed bridge over the Tillamook River on the Netarts Secondary Highway. Permit drawings for a fixed bridge with a vertical clearance of 22.98 above M.L.L.W. and 15.18 above M.H.H.W. were submitted to you by letter of June 5, 1959.

The immediate approaches to the proposed Tillamook River Bridge are incapable of supporting an embankment in excess of 15' in height. Our method of construction was to construct these embankments, if possible, in the late fall of 1959 with appropriate counterbalances and to let the embankments settle over a winter season before the construction of the structure. If a grade line is raised to 30' above M.H.H.W., the length of structure will be increased from the 650' as shown on our permit drawings to approximately 1800' as it will require this length of structure to keep the embankments within the maximum fill height of 15'. This cost would be prohibitive.

Our records on the opening of the existing swing span indicate that the last opening was in February of 1952 when the bridge was opened on February 4 for a pile driver moving upstream and opened on February 21 for the movement of the pile driver out into the bay. In 1951, the dredge Tillamook required two openings of the swing span and there were also four openings for two pile drivers. No openings were recorded in 1950 or 1949. In 1948 there were a total of six openings, the openings being for pile drivers and log barges. In 1947 there were 16 openings, the openings

NOTED
PAXSON

being approximately equally divided between construction equipment and log barges.

Your attention is called again to a copy of a letter from Crown-Zellerbach Corporation under date of December 21, 1958, in which they state that clearances as provided on the permit drawings submitted to you will be satisfactory to their Company.

Because of the physical condition of the existing swing span today, it is very doubtful if this structure could be opened. In view of the decreasing number of openings and the fact that there have been no openings since 1952, we do not believe the higher grade line is justified.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. J. D. Walker

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 15 1959
FOR FILING

5 (b)

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

~~NPPRS-4~~
NPP 285/70a(Tillamook R.-Bridges)-1

9 June 1959

PUBLIC NOTICE

NOTED
W. C. WILLIAMS

The Oregon State Highway Department has submitted plans for a proposed highway bridge to cross Tillamook River about 1.5 miles west of the City of Tillamook, Oregon.

The site for the proposed bridge is about 725 feet downstream from the existing structure across Tillamook River on the highway to Netarts. The old structure will be removed upon completion of the new bridge. It is proposed to construct a FIXED BRIDGE with the main span piers set riverward of low water providing a clear width of 70 feet at low water. Vertical clearances proposed are as follows:

Above mean lower low water	21.9
Above mean higher high water	15.1

Maps and plans for the work may be seen in this office.

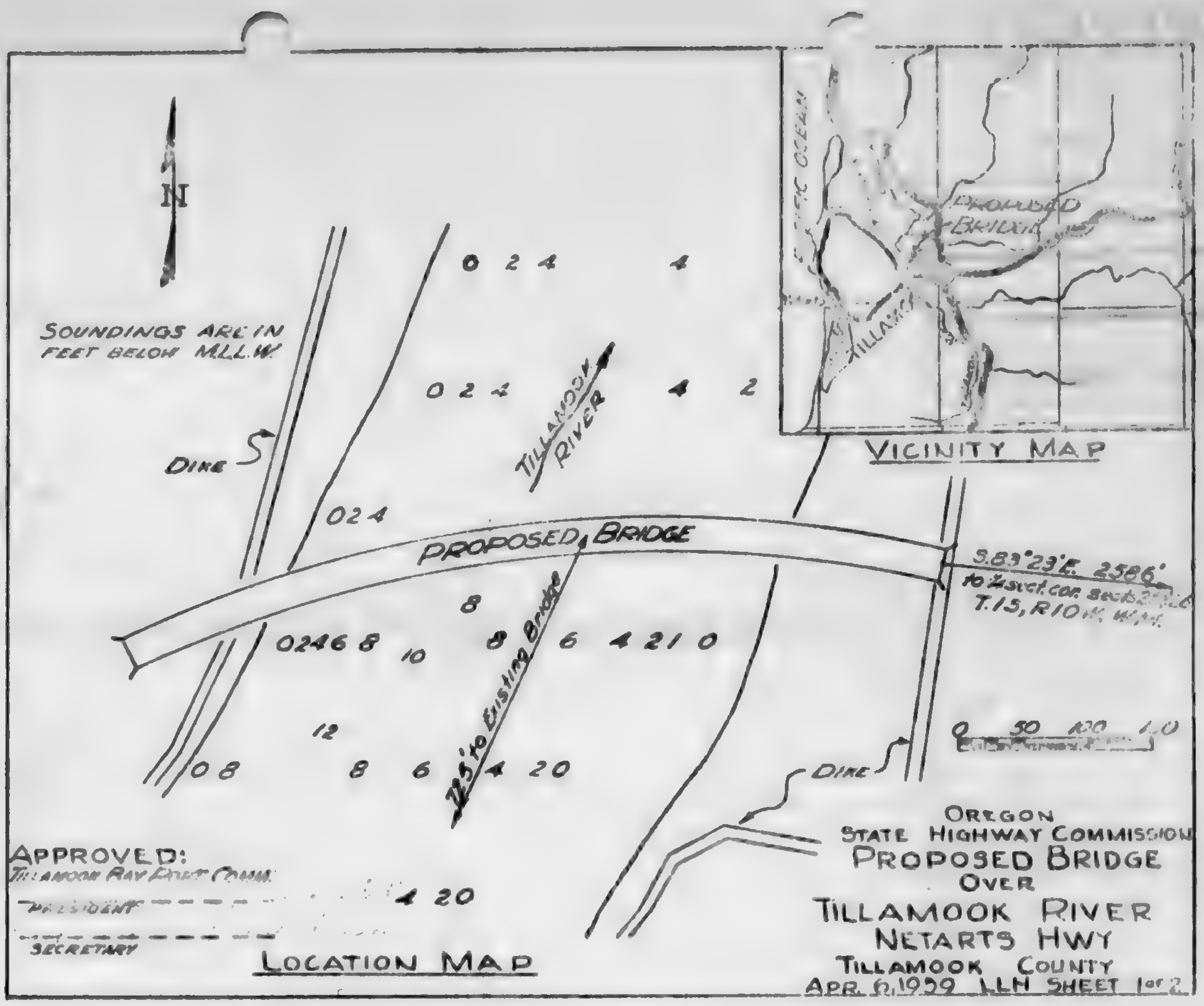
Letters concerning the effect of the bridge on navigation or the regimen of the waterway are requested from all parties concerned, particularly navigation interests and State and local authorities and civic organizations or others whose interests may be affected. It is NOT proposed to hold a public hearing unless the response to this notice indicates one is necessary to develop all facts. Replies to this notice should be mailed to reach this office not later than 13 July 1959.

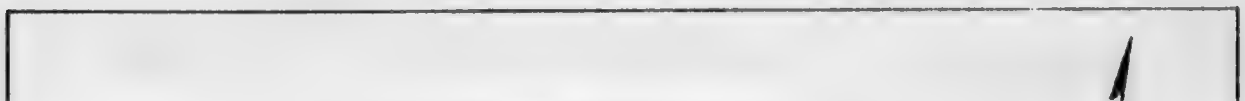
W L Winegar
W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

Copy made for merchant

RECEIVED
JUN 1[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 12 1959
OREGON
STATE HIGHWAY COMMISSION


N
SOUNDINGS ARE IN
FEET BELOW M.L.L.W.
DIKE
0 2 4
4
0 2 4
4
2
TILLAMOOK
RIVER
0 2 4
PROPOSED BRIDGE
S.83°23'E. 2586'
to ¼ sect. cor.
T.1S, R10W, W.M.
8
0246 8
10
8
6
4 2 1 0
12
125' to Existing Bridge
0 8
8
6
4
2 0
4 2 0
DIKE
0 50 100 150
VICINITY MAP
PACIFIC OCEAN
PROPOSED
BRIDGE
TILLAMOOK
APPROVED:
TILLAMOOK BAY PORT COMM.
PRESIDENT
SECRETARY
LOCATION MAP
OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
TILLAMOOK RIVER
NETARTS HWY
TILLAMOOK COUNTY
APR. 6, 1959 LLH SHEET 1 of 2


N
650' Conc. Spans
8 @ 30' = 240'
85'
9 @ 30' = 270'
30'
25'
26' Rdwy
TO
NETARTS
TO TILLAMOOK
70' Clear
Channel
TILLAMOOK
RIVER
PLAN
ELEVATION
0 50 100 150
APPROVED:
TILLAMOOK BAY PORT COMM.
PRESIDENT
SECRETARY
M.L.L.W. is 2.3'
below M.S.L.
Bottom of beams
M.H.H.W.
M.S.L.
M.L.L.W.
Face of pier
CLEARANCE DIAGRAM
OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
TILLAMOOK RIVER
NETARTS HWY.
TILLAMOOK COUNTY
APR 6 1959 LLH SHEET 2 of 2

R

RECEIVED
JUN - 5 1959

FOR FILING

5, (4)

5719

June 5, 1959

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

This is in reply to your letter of June 3, having to do with our application for a permit to construct a bridge across the Tillamook River west of Tillamook.

I am attaching hereto tracings and four copies of prints showing the additional data requested and suggest that these be substituted for the prints of the original application in your files. On these I have shown the distance between the proposed new bridge and the existing bridge over the Tillamook River. I have also shown a tie between the east end of the proposed bridge and the quarter section corner between Sections 25 and 26, Township 1 South, Range 10 West, W.M. We have also revised the clearance diagram to show the clearances at mean higher high water.

For your information, I am returning the print of your Drawing PD-6-10/1 on which we have shown the same data as is shown on the permit application drawing, only to a larger scale. Also being returned is your drawing showing the existing water pipe crossing of the Tillamook River, which shows essentially the same data. I am attaching a copy of our vicinity map, which is Sheet No. 3, Tillamook River Bridge Section, Netarts Highway, Tillamook County.

I believe these will give you sufficient information to locate the proposed project on your maps.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encls.

cc Mr. W. C. Williams - Mr. Ivan D. Merchant - Mr. J. D. Walker

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4 3 June 1959

NPP 285/70a(Tillamook R.-Bridges)-1

RECEIVED
JUN - 4 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. G. S. Paxson, Asst. State Highway Engineer

Gentlemen:

Reference is made to your letter of 29 May 1959, inclosing plans of a proposed bridge across Tillamook River, west of the town of Tillamook, Oregon.

It is requested that the proposed bridge be referenced to some established monument or land mark and to the old bridge which is to be replaced. The plans are being returned for these corrections. Two prints of the vicinity are inclosed which may be of assistance in establishing the bridge location. A print of an existing water pipe crossing is also inclosed for your information. One copy of the plans has been retained for our files.

In accordance with telephone conversation with Mr. A. D. Cover on 2 June 1959, it is believed the vertical clearance shown as highest tide of 11.8 feet above MLLW should be changed to MHHW of 6.8 feet above MLLW.

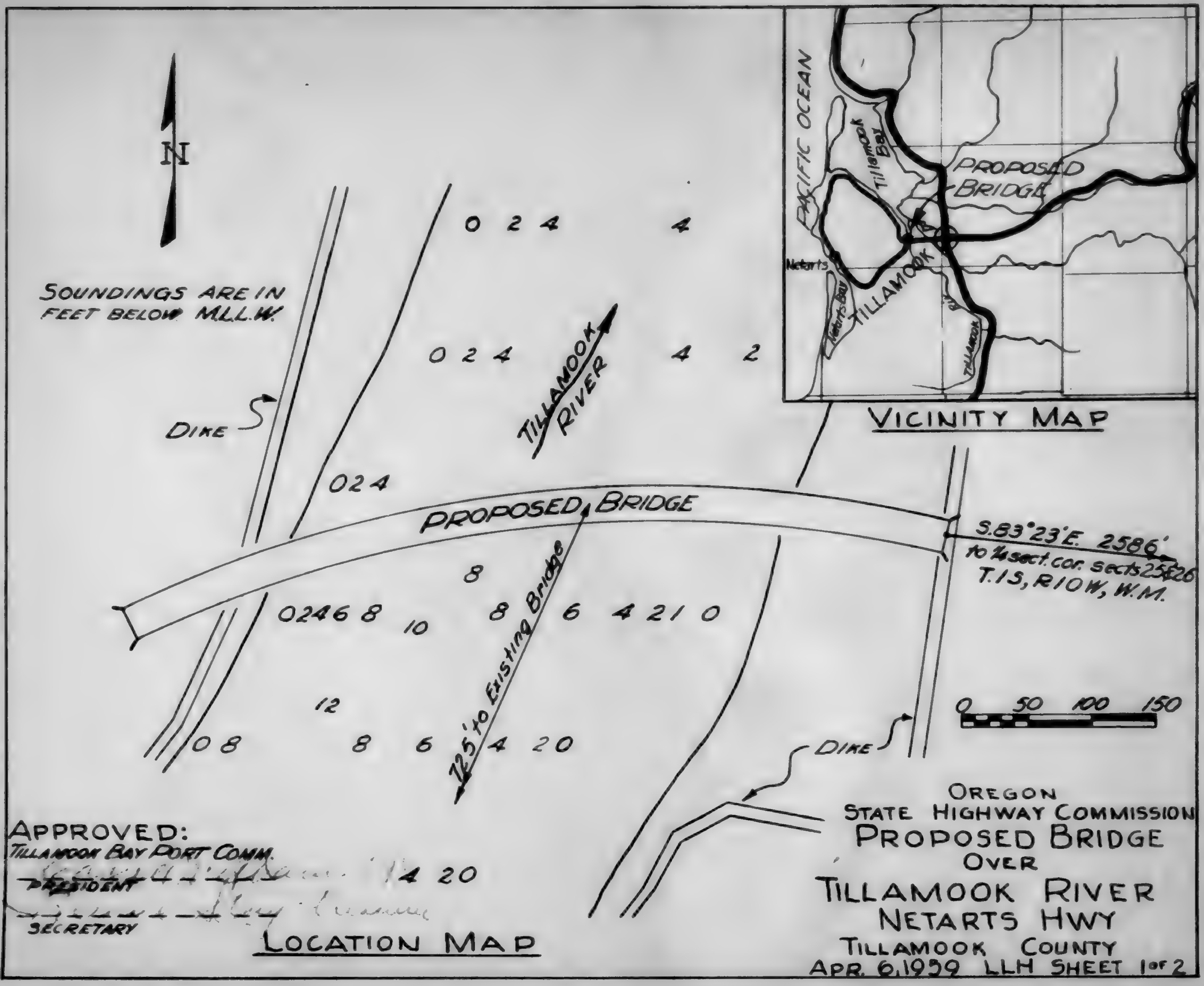
Please feel free to call on me if you need additional information.

Very truly yours,

Frank C. Linton
T. W. RAGSDALE
Chief, Operations Division

4 Incls.
1. Plans (quad)
2. Print of vic.
3. " " "
4. Print of water pipe crossing

RECEIVED
JUN 4 1959
OREGON
STATE HIGHWAY COMMISSION

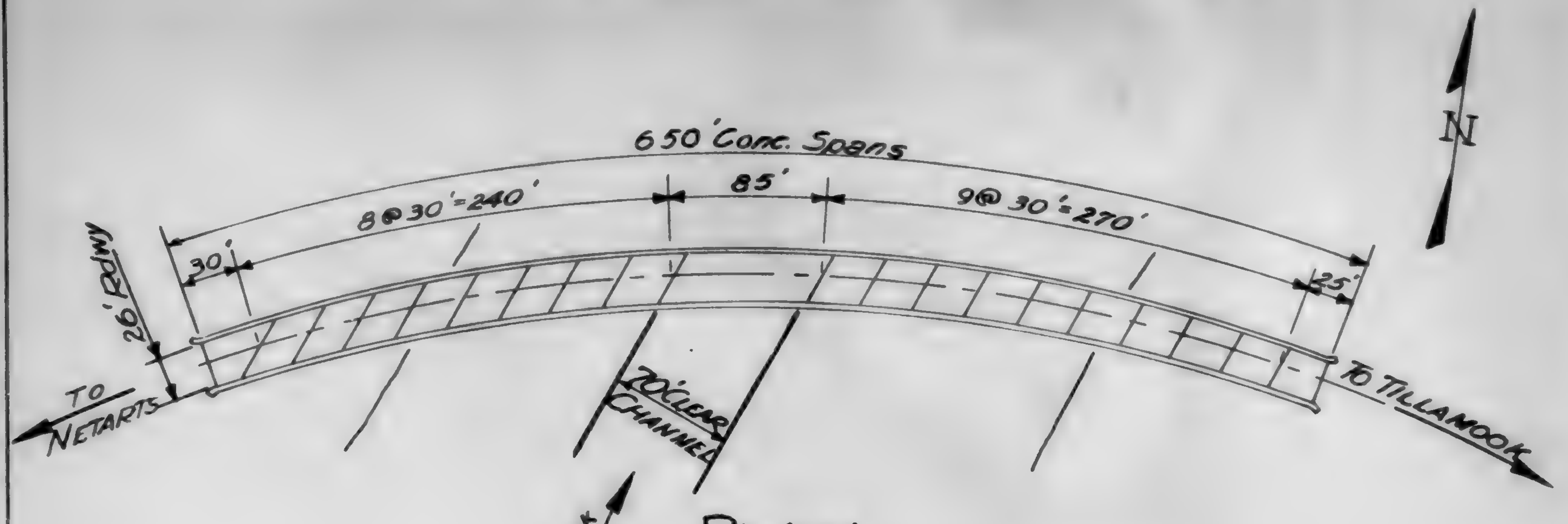

N
SOUNDINGS ARE IN FEET BELOW M.L.L.W.
DIKE
DIKE
TILLAMOOK RIVER
PROPOSED BRIDGE
725' to Existing Bridge
S.83°23'E. 2586' to ¼ sect. cor. sects 25 & 26 T.1S, R10W, W.M.
0 2 4 4
0 2 4 4 2
0 2 4
8
0 2 4 6 8 10 8 6 4 2 1 0
12
0 8 8 6 4 2 0
4 2 0
0 50 100 150
PACIFIC OCEAN
Tillamook Bay
Netarts
Netarts Bay
TILLAMOOK
PROPOSED BRIDGE
Tillamook Riv

VICINITY MAP

LOCATION MAP

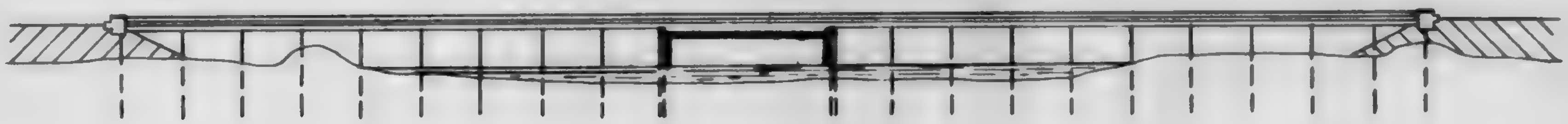
APPROVED:
TILLAMOOK BAY PORT COMM.
PRESIDENT
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
TILLAMOOK RIVER
NETARTS HWY
TILLAMOOK COUNTY
APR. 6, 1959 LLH SHEET 1 OF 2

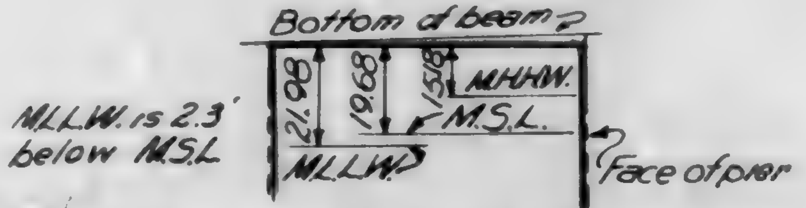


650' Conc. Spans
8@30'=240'
85'
9@30'=270'
30'
25'
26' Rdwy
TO NETARTS
TO TILLAMOOK
70' CLEAR CHANNEL
TILLAMOOK RIVER
N

PLAN



ELEVATION



Bottom of beam
21.98
19.68
15.18
M.H.H.W.
M.S.L.
M.L.L.W.
Face of pier

M.L.L.W. is 2.3' below M.S.L.

CLEARANCE DIAGRAM

APPROVED:
TILLAMOOK BAY PORT COMM.
PRESIDENT
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
TILLAMOOK RIVER
NETARTS HWY.
TILLAMOOK COUNTY
APR 6, 1959 LLH SHEET 2 OF 2

No Contract 6-3-59

Monthly Transaction No. RECEIVED JUN 5 1959	-2 (9- .7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. 4 FOR FILING	**FEDERAL-AID PROJECT AGREEMENT**	County **Tillamook**
		Project No. **S-1(8)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Tillamook Bridge Section (approximately 1.7 miles west of Jct. F.A. 2) on State Route # 131

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way	4-17-59	
Construction		
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 14,000	Federal funds $ 8,600

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
Deputy **State Highway Engineer**
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by
Division Engineer **June 3, 1959**

408 State Highway Bldg.
Salem, Oregon

When replying, refer to
08-35.5

May 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of proposed project agreement and one copy of approved detail estimate for the following project:

S-1(8) Tillamook Bridge Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

Encls.

June 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Tillamook River Bridge Section, Project No. S-1(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

May 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding, under separate cover, four copies of estimate as a basis for project agreement and four sets of reduced plans for the Tillamook River Bridge Section, Project No. S-1(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-1(8)

TILLAMOOK RIVER BRIDGE SECTION OF THE NETARTS HIGHWAY IN TILLAMOOK COUNTY

(Estimate as a basis for project agreement. Based on estimated costs of lands, damages and other rights of way expenses.)

Salem, Oregon, May 26, 1959

Type Code R.O.W.
Rights of Way (Sta. 14+00 to Sta. 49+00)

Right of Way	All Required	$13,330.00
	Subtotal	$13,330.00
	Acquisition Expense	670.00
	Total	$14,000.00

Length of Project - - - - - - 0.663 Mile

Federal Funds -	$ 8,600.00
State Funds -	5,400.00
	$14,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JUN - 1 1959

FOR FILING

5-1 ([illegible])

5787

June 1, 1959

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

On May 29, I forwarded to you our application for a permit to construct a bridge across the Tillamook River in Tillamook County. I now have data on the relative elevations of the existing structure and the proposed new bridge.

The existing structure was covered by a permit issued to Tillamook County March 6, 1928, and shows a vertical clearance of 24 feet above mean low water. Apparently there is some change in datum as the present structure provides a clearance of 22.48 feet above mean lower low water at the end pier and 23.02 feet at the center of the channel. Our present proposal is for a clearance of 21.98 feet above mean lower low water across the entire opening.

I am attaching a letter from the County Court of Tillamook County endorsing the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

RECEIVED

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Highway Bldg.
Salem, Oregon

S-1 (8)

5789 When replying, refer to
08-35.5

May 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of proposed project agreement and one copy of approved detail estimate for the following project:

S-1(8) Tillamook Bridge Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

Encls.

Porter

REFERRED TO
FORREST COOPER
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

J. H. Tilden, County Commissioner

H. Clay Myers, County Commissioner

TILLAMOOK COUNTY

[illegible], County Judge

TILLAMOOK, OREGON

May 29, 1959

State Highway Engineer
Salem
Oregon

Dear Sir:

The Tillamook County Court has examined the plans proposed by the State Highway Commission for the Tillamook River Section of the Netarts Secondary Highway. We have examined them especially with reference to the clearances to be afforded at the different tidal levels by the proposed new structure and it is the opinion of the Court that the clearances proposed would be satisfactory for the river traffic which uses this section.

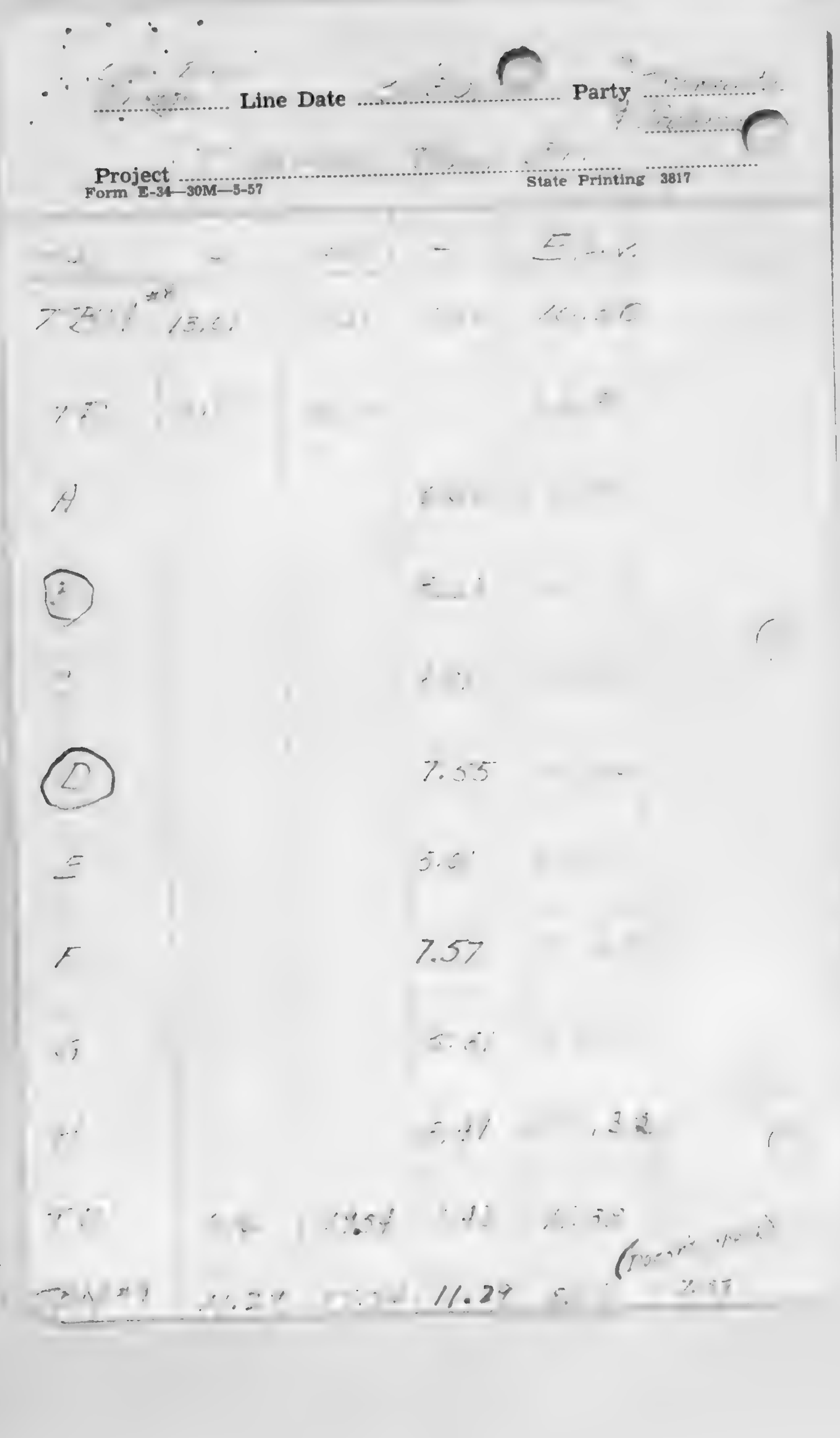
Yours very truly,

TILLAMOOK COUNTY COURT

County Judge

County Commissioner

County Commissioner



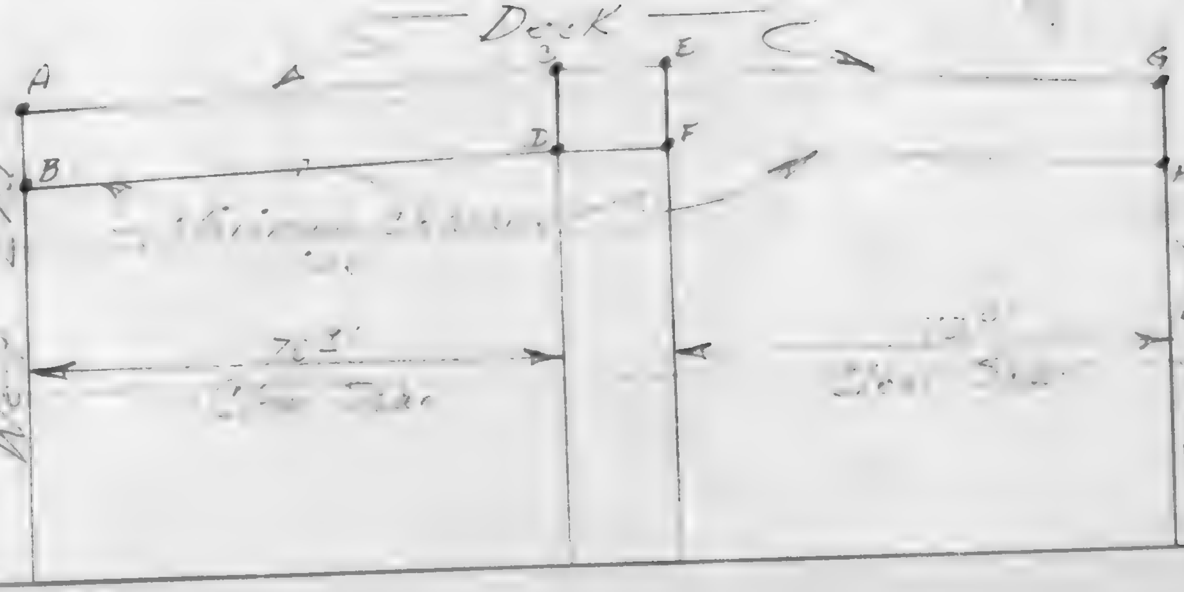
Oregon State Highway Department

LEVEL SHEETS

R.R. [illegible] P.E.

Swing-Span

Tillamook River [illegible]


Deck
A
B
C
D
E
F
G
H
West End
East End
Clear Span
Clear Span
Minimum Clearance

[illegible] **Line Date** [illegible] **Party** [illegible]

[illegible]

Project [illegible]

Form E-34—30M—5-57 State Printing 3817

[illegible]

7 AM [illegible]

Oregon State Highway Department

[illegible]

LEVEL SHEETS

[illegible]
[illegible] Bridge

May 29, 1959

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Application is hereby made by the State Highway Department of the State of Oregon, at Salem, Oregon, for the approval by the Chief of Engineers and the Secretary of the Army of plans for a bridge to be constructed across the Tillamook River approximately 0.5 mile from the mouth of the river, as shown on the attached plans. This structure is proposed to replace the present swing drawbridge, permit for which was approved by the War Department on March 6, 1928.

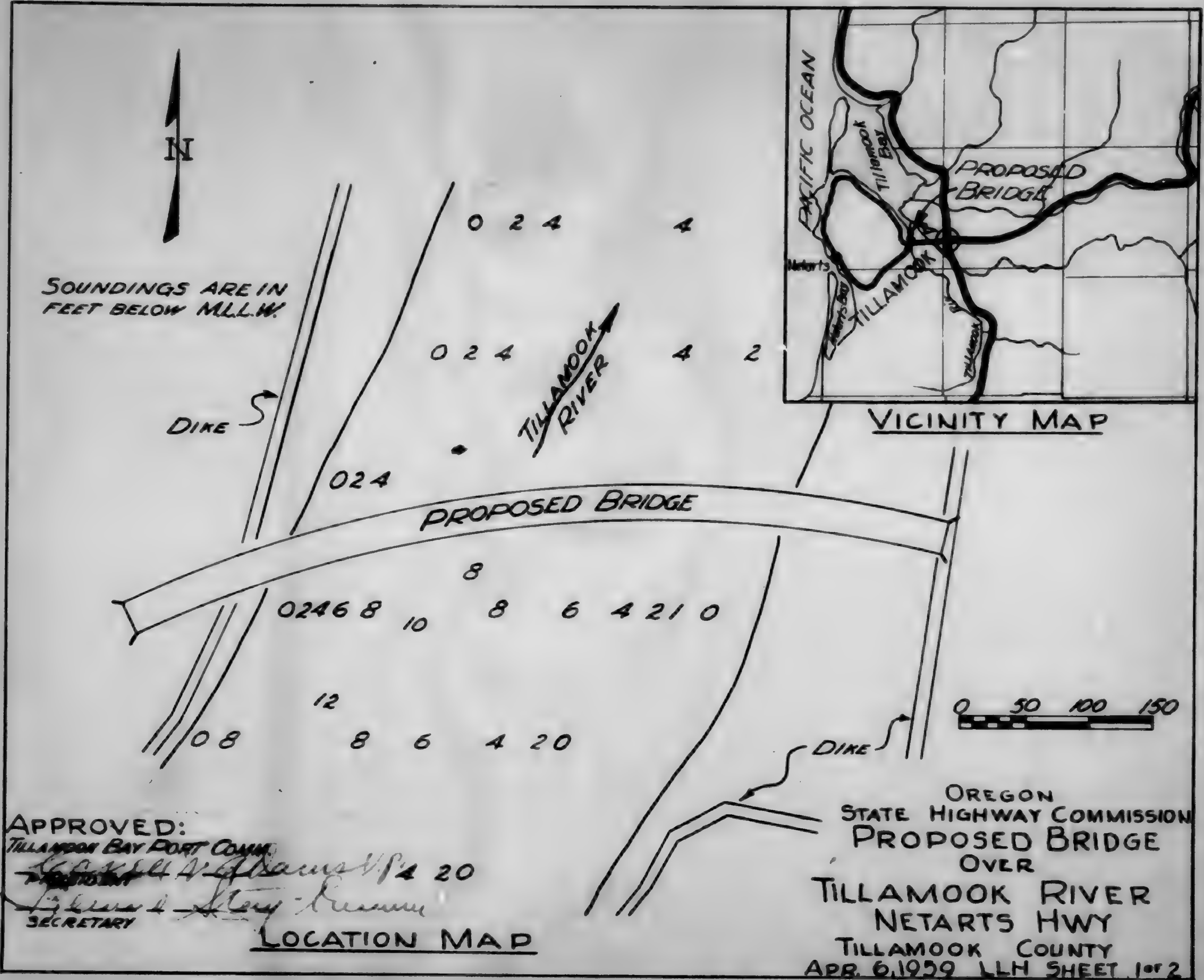
Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. C. Williams
Mr. Ivan D. Merchant
Mr. J. D. Walker

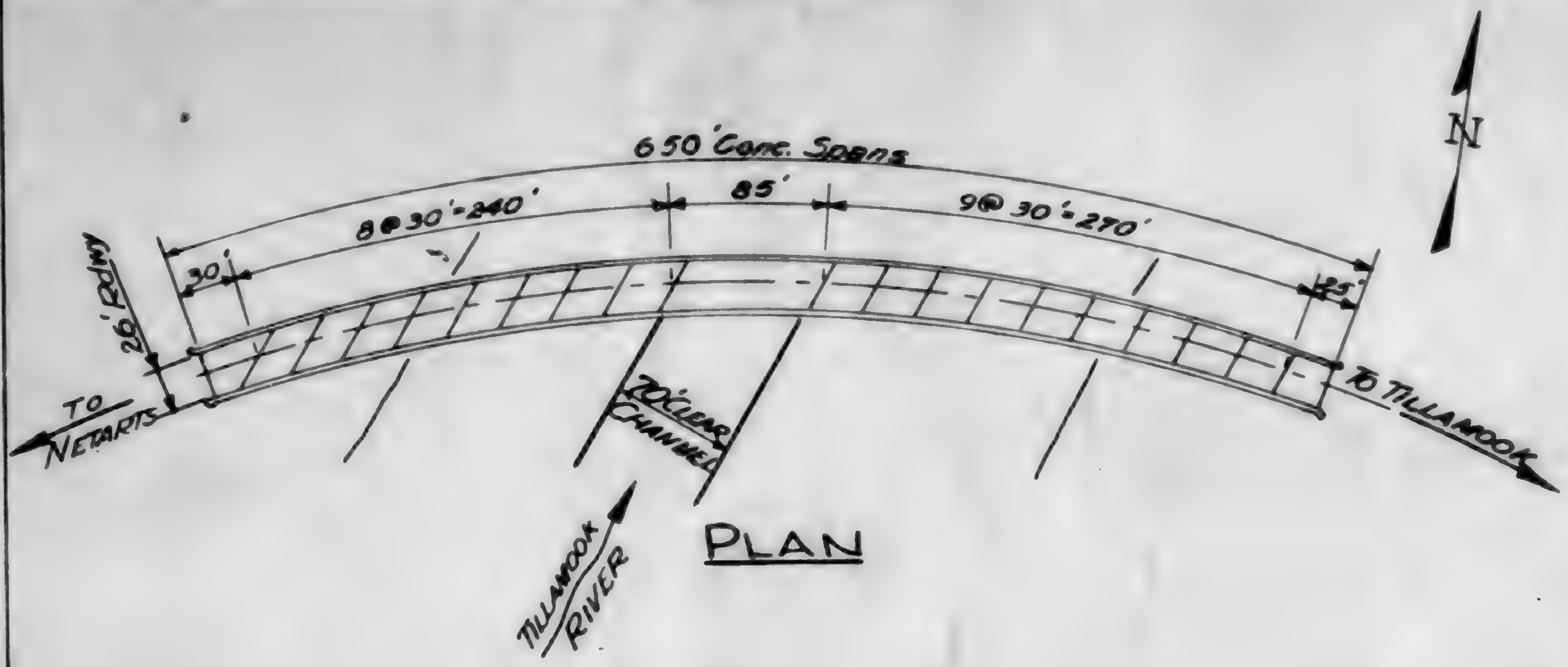

N
SOUNDINGS ARE IN FEET BELOW M.L.L.W.
DIKE
DIKE
TILLAMOOK RIVER
PROPOSED BRIDGE
0 2 4 4
0 2 4 4 2
0 2 4
8
0 2 4 6 8 10 8 6 4 2 1 0
12
0 8 8 6 4 2 0
4 20
0 50 100 150
PACIFIC OCEAN
Tillamook Bay
Netarts
Netarts Bay
TILLAMOOK
Tillamook
PROPOSED BRIDGE

VICINITY MAP

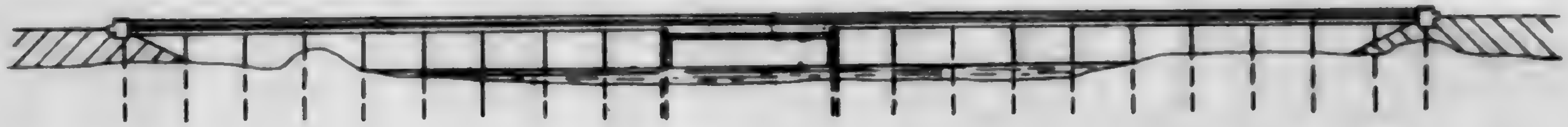
LOCATION MAP

APPROVED:
TILLAMOOK BAY PORT COMM.
V.P.
PRESIDENT
SECRETARY

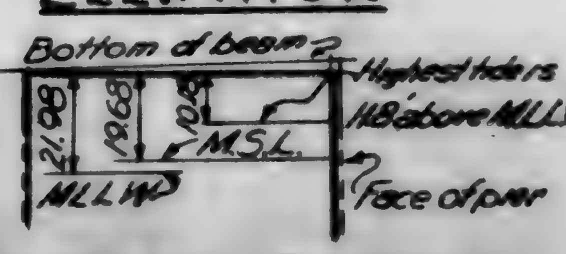
OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
TILLAMOOK RIVER
NETARTS HWY
TILLAMOOK COUNTY
APR. 6, 1959 LLH SHEET 1 OF 2


650' Conc. Spans
8 @ 30' = 240'
85'
9 @ 30' = 270'
30'
25'
26' Rdwy
TO NETARTS
TO TILLAMOOK
70' Clear Channel
TILLAMOOK RIVER
N

PLAN



ELEVATION


Bottom of beam
Highest tide is 11.8' above MLLW.
21.98
19.68
10.5
M.S.L.
MLLW
Face of pier

MLLW. is 2.3' below MSL

CLEARANCE DIAGRAM

APPROVED:
TILLAMOOK BAY PORT COMM.
PRESIDENT
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
TILLAMOOK RIVER
NETARTS HWY.
TILLAMOOK COUNTY
APR 6, 1959 LLH SHEET 2 OF 2

May 29, 1959

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

We are making the application for permit on the Tillamook River Bridge, which is attached hereto, as a fixed structure. The Netarts Highway is developing a great amount of traffic to the beaches, especially on week ends. I anticipate that some objection will be raised to the clearances proposed, but the fact remains that the present drawspan has not been opened for years and there is almost no traffic on this section of the river. In 1955, we discussed this with the Crown Zellerbach Corporation, who has most of its timber in a watershed above this structure. I am attaching a copy of a letter which we received from Crown Zellerbach.

The plans for the proposed structure were approved by the Tillamook Bay Port Commission and I am attaching a copy of the Port's letter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. C. Williams
Mr. Ivan D. Merchant
Mr. J. D. Walker

PORT OF TILLAMOOK BAY
P. O. BOX 467
TILLAMOOK, OREGON

COMMISSIONERS:
JOE VELLINGA, PRESIDENT
CARROLL M. ADAMS, VICE PRESIDENT
BERNARD F. STACY, TREASURER
TED CORNETT, SECRETARY
LORIN R. SHOEMAKER

MEMBER:
OREGON COASTAL PORTS FEDERATION

REFERRED TO Paxson
By State Highway Engineer

May 26, 1959

State of Oregon
State Highway Department
Salem, Oregon

Attn: W.C. Williams, State Highway Engineer.

Gentlemen:

Enclosed find the approved and signed tracings for the proposed bridge over the Tillamook River.

The Commissioners of the Port of Tillamook Bay approved the proposed span in order to expedite the ever growing tourist traffic at this point. However, we do feel that increased clearance would be much more desireable for the log traffic potential of this area which we are constantly trying to improve.

Thank you for your patience in this matter.

Very truly yours,

PORT OF TILLAMOOK BAY

Joe Vellinga by CKM
Joe Vellinga, President.

Enc.

RECEIVED
MAY 27 1959
OFFICE OF
STATE HIGHWAY ENGINEER

MAY 27 1959

PORT OF TILLAMOOK BAY
P. O. BOX 467
TILLAMOOK, OREGON

COMMISSIONERS:
JOE VELLINGA, PRESIDENT
CARROLL M. ADAMS, VICE PRESIDENT
BERNARD F. STACY, TREASURER
TED CORNETT, SECRETARY
LORIN R. SHOEMAKER

MEMBER:
OREGON COASTAL PORTS FEDERATION

May 19, 1959

W.C. Williams
State Highway Engineer
State Highway Department
Salem, Ore.

Gentlemen:

I regret that we have not as yet returned the tracings of the proposed bridge across the Tillamook River.

We have been contacting interested groups in this area in order to base our opinion on the needs of these people. At our next meeting on May 25th we will return the tracings and advise you of our actions.

Thank you for your patience in this matter and hope that we have not inconvenienced you too greatly.

Very truly yours,

PORT OF TILLAMOOK BAY

Joe Vellinga, by [illegible]
Joe Vellinga, President.

RECEIVED
MAY 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
MAY 6 - 1959
FOR FILING
[illegible]
[illegible]

April 22, 1959

Tillamook Bay Port Commission
Tillamook
Oregon

Gentlemen:

Attached are plans for the proposed bridge to be constructed over the Tillamook River on the Netarts Highway. Will you please examine these plans and, if they meet with your approval, sign the tracings and return to this office. They will then be submitted to the Corps of Engineers, U. S. Army, to obtain a permit for the construction of the bridge. The enclosed copy of the plans is for your files.

In 1955, we made a study of the river traffic at the site of this bridge. At that time, a Mr. Carroll, log buyer for the Oregon-Washington Plywood Corporation, expressed the opinion that his company had four years of work left on the Tillamook River and would probably protest a fixed bridge. Mr. Henry Sause, Sr., of Henry Sause and Sons, stated in 1955 that he would probably protest a fixed bridge.

Regardless of the expressions made by these two organizations in 1955, we do not believe a movable span is warranted now. We intend to request permission from the Corps of Engineers to construct a fixed bridge at this location.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:gn
Attachments

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

FORM E-30 25M 9-51 62315

RECEIVED
DEC 24 1958
FOR FILING

5-1(9)

57.6.1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1958

SUBJECT: Replacement of Tillamook River Bridge,
Netarts Highway, Tillamook County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

On December 17, the above subject was discussed in a meeting with the Tillamook County Court. The Court was emphatically opposed to the H - A route shown colored in green on the attached map. Two of the Court's main objections to the H - A route were the taking and bisecting of the dairy pasture lands and the circuitous route for traffic between Tillamook and Bayocean road.

In view of the positive stand taken by the Court it is believed there would be nothing to be gained by pursuing this matter any further.

C. G. Swenson

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

NOTED
FORREST COOPER

RECEIVED
DEC 22 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Oct. 58 Rev. 10/20

OREGON STATE HIGHWAY DEPTMENT

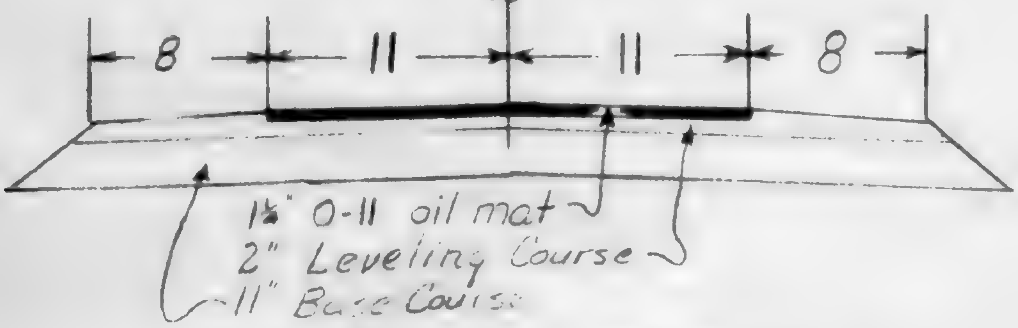
TILLAMOOK - OREGON COAST BEACHES

NETARTS HWY. & BAYOCEAN ROAD

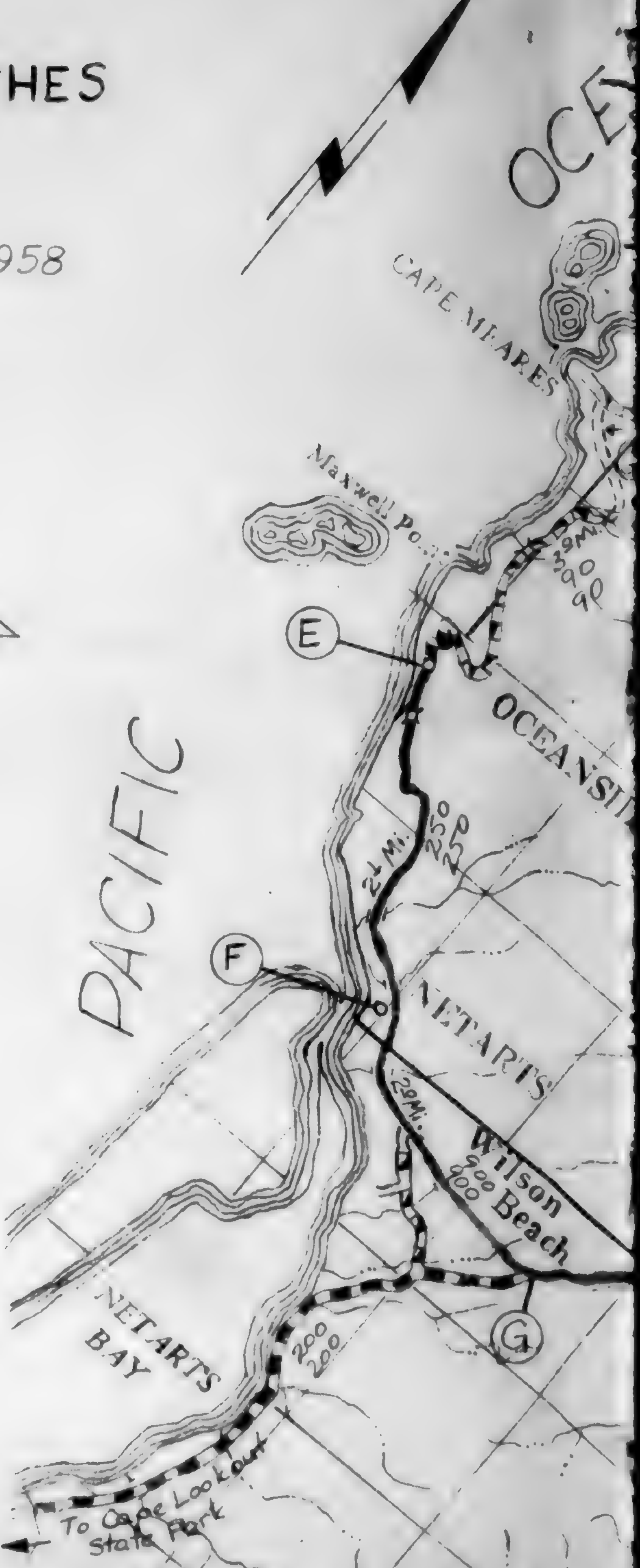
TILLMOOK COUNTY

Scale: 1" = 1 Mile

Oct 1958

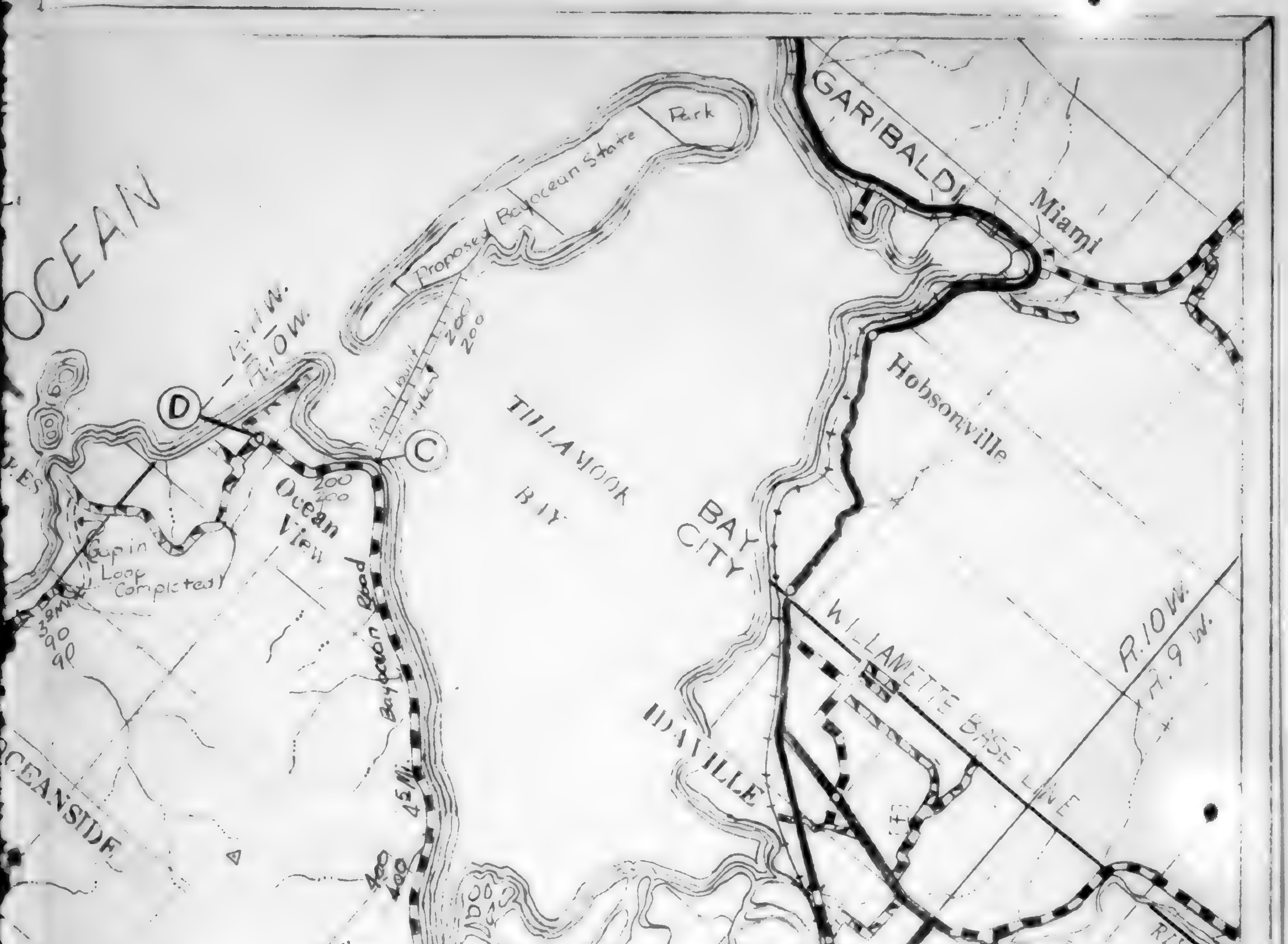

℄
8
11
11
8
1½" 0-11 oil mat
2" Leveling Course
11" Base Course

TYPICAL SECTION


OCE
CAPE MEARES
Maxwell Po.
E
29 Mi.
OCEANSIDE
PACIFIC
21 Mi.
250
250
F
NETARTS
29 Mi.
Wilson Beach
900
900
G
NETARTS BAY
200
200
To Cape Lookout State Park

* Traffic figures shown represent averages for 1958 ADT with assumption Ⓑ-Ⓐ would be closed to coastal traffic.

* Traffic Division 10-6-58


OCEAN
R.11W.
R.10W.
D
C
Ocean View
Gup in Loop Completed
3.9 Mi.
90
90
Proposed Bayocean State Park
200
200
Bayocean Road
4.5 Mi.
400
400
OCEANSIDE
TILLAMOOK BAY
GARIBALDI
Miami
Hobsonville
BAY CITY
WILLAMETTE BASE LINE
R.10W.
R.9W.
IDAVILLE
RIVER
Juno
TILLAMOOK
B
A
G
H
J
Netarts Hwy
2.3 Mi.
1100
1100
T.1S.
T.2S.
Fraser Rd
1500
2.9 Mi.
WILSON
TILLAMOOK RIVER
Beach

RECEIVED
DEC 13 1958
FOR FILING

5-181

[illegible]

Salem, Oregon
November 18, 1958

Replacement of Trask River
Bridge on Netarts Highway
Tillamook County

Mr. Clarence G. Swanson
County-City Relations Engineer
OFFICE

In connection with the replacement of the Trask River Bridge on the Netarts Secondary, a little west of Tillamook, we have made studies of three possible alternates. Based on these studies, it would appear that the so-called middle route would have advantages over either of the other two; however, it is easy to see that there would be objections to this route.

Please secure a copy of the engineering data involved in this study from the Construction Division and discuss the matter with me. Before proceeding with any further plans in the area, we wish to have you contact the County Court re this matter; however, I wish to brief you before you meet with them.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. Tom Edwards

FORM E-50 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1958

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I hand you herewith Reconnaissance Engineer's report on the Netarts Highway and Bayocean Road in Tillamook County.

This has to do with the replacement of the present Tillamook River Bridge. Three lines have been estimated. The middle line appears to be the more satisfactory and has the higher Benefit-Quotient. I recommend its approval.

Tom Edwards
Construction Engineer

TE:jw

Attach.

RECEIVED
NOV 18 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1958

SUBJECT: Tillamook-Oregon Coast Beaches
Netarts Highway and
Bayocean Road
Tillamook County

To: Mr. Tom Edwards
Construction Engineer
Office

In accordance with verbal instructions, windshield estimates have been prepared (1) for the realignment of the existing Netarts Highway in the vicinity of Tillamook River and (2) for the construction of a new and more direct route from Tillamook to Netarts and Oceanside.

Realignment of the existing Netarts Highway is based on J. D. Walker's projected revision of the field location and involves the construction of a new bridge 700 feet in length over the Tillamook River at M.P. 7.4 with approximately 0.6 mile of grading and oiling. Estimated cost to do this work would be $438,000 including right of way.

The new route (H-J on attached map) would commence at the junction of Fraser Road with the Netarts Highway at M.P. 6.4 (Point H). It would then cross the Tillamook River on a 500-foot bridge, head in a northeasterly direction and cross the Trask River on a 332-foot bridge to tie into the west end of Tenth Street in Tillamook. It would be common with Tenth Street to the Second and Third Street one-way couplet (Oregon Coast Highway). Tenth Street, through this area, is paved and has a width of 36 feet between curbs. Improvement of Tenth Street is not anticipated. There would be approximately 1.7 miles of grading and oiling and would involve the construction of the two bridges over the Tillamook and Trask Rivers. Estimated cost of construction would be $593,000 including right of way.

An alternate route (H-A) to the new route would also begin at Point H on map and after crossing the Tillamook River would head in a northeasterly direction to tie into the west end of the existing Trask River Bridge at M.P. 8.3 on the Netarts Highway; the route would then be common with the Netarts Highway to Tillamook. Improvement of the Netarts Highway from the Trask River Bridge into Tillamook is not anticipated.

There would be approximately 1.4 miles of construction and would involve two bridges; one over the Tillamook River and the other over the Old Trask River. Estimated cost would be $478,000 including right of way.

A standard Class "B" section (two 11-foot lanes with 8-foot shoulders) has been used as basis for the estimate. Base design is taken from the Tillamook River Bridge location as follows: 1¼ inches 0-11 Oil Mat, 2 inches Leveling Course, and 11 inches of Base Course. Unit prices are taken from the field estimate of the above mentioned location.

Benefit-Quotients, of a windshield variety, have been determined for the various routes and are based on the time-distance element only with termini being at Points "A" and "H". The assumption is made that the existing Tillamook River Bridge at Point "B" would not be usable. The B.Q. were determined by the Traffic Division and a tabulation is attached.

In addition to the delineation of the routes on the sketch map, traffic assignments are also shown. These assignments represent traffic averages through each individual section and are based on the assumption that the existing route (A-B) would be closed at the Tillamook River should the new route (H-J) or its alternate (H-A) become a reality; if route (A-B) is closed to coastal traffic, approximately 1,900 vehicles would remain as local traffic. Should either route (H-J) or (H-A) not be constructed, route (A-B) would carry the traffic shown for either (H-J) or (H-A); traffic on the (H-B) leg would be adjusted accordingly. Traffic characteristics of the alternate (H-A) from the existing Trask River Bridge (M.P. 8.3) west to the junction with the Netarts Highway would be identical to the new route (H-J). Traffic assignments are also shown on the balance of the Oceanside Loop. These assignments and assumptions were made by the Traffic Division and are based on 1958 Traffic Data.

Sketch map and supporting data are attached.

J. E. Morelock
Ass't Chief Locating Engineer

By W. H. Tebeau
W. H. Tebeau

WHT:ep;jw

Attach.

TILLAMOOK-NETARTS HIGHWAY SECTION
NETARTS HIGHWAY
TILLAMOOK COUNTY

Summary of Routes

	H-B-A	H-A	H-J-A
Total Length, miles	3.00	2,23	2.36
Const. Length, miles **	0.6	1.4	1.7
Grading & Surfacing	$199,000	$242,000	$283,000
Structures	236,000	218,000	280,000
R/W	3,000	18,000	30,000
Estimated Const. Cost	438,000	478,000	593,000
Benefit Quotient	Negative	0.66	0.18

** Construction Limits:

H-B-A involves construction of about 0.6 miles in vicinity of the present bridge over Tillamook River west from Tillamook on the Netarts Highway.

H-A involves construction from Point H to the westerly end of the present Trask River Bridge west from Tillamook on the Netarts Highway.

H-J-A involves construction from Point H to the westerly end of Tenth Street in Tillamook.

Note: Point H is the junction of Fraser Road with the Netarts Highway.
Point B is the junction of Bayocean Road with the Netarts Highway.
Point J is the intersection of Tenth Street and Pacific Avenue.
Point A is the intersection of Third Street (Netarts Hwy.) and Pacific Ave. (Oregon Coast Hwy.).

TILLAMOOK - OREGON COAST BEACHES
NETARTS HIGHWAY & BAYOCEAN ROAD
TILLAMOOK COUNTY

PRESENT AND PROPOSED ROUTES

Route	Length Miles	Distance Savings, Miles	Construction Cost	R/W Cost	Total Cost	Annual Cost	Annual Benefits	Benefit Quotient
Present Route	2.76	---	---	---	---	---	---	---
H-B-A	3.00	- 0.24	435,000	3,000	438,000	22,338	- 22,421	Negative
H-A	2.23	+ 0.53	460,000	18,000	478,000	24.378	16,055	0.66
H-J-A	2.36	+ 0.40	563,000	30,000	593,000	30,243	5,313	0.18

Sheet 1 of 3 sheets

TILLAMOOK RIVER BRIDGE SECTION
NETARTS HIGHWAY
TILLAMOOK COUNTY

Windshield Estimate
Improving Existing Facility (H-B-A)

* Total Length 3.00 Miles
Const. Length 0.59 Mile

Item	Unit	Net	Allow	Gross	Unit Price	Amount
1. Clearing & Grubbing	All	100% 1	---	100%	Lump sum	2,500
2. Removal of Bridge	All	100%	---	100%	Lump sum	1,000
3. Drainage Excavation	C.Y.	30	10	40	3.50	140
4. Embankment in Place	C.Y.	127,000	33,000	160,000	0.625	100,000
5. Finish Roadbed & Slopes	Mile	0.46	---	0.46	500	230
6. 18-inch Culvert Pipe	Lin.Ft.	36	9	45	4.50	203
7. 72-inch Asbestos Bond C.M.P.	Lin.Ft.	88	22	110	47.00	5,170
8. Surfacing & Oiling	Mile	0.46	---	0.46	52,000	23,920
9. Metal Sight Posts	Each	9	2	11	3.00	33
10. Metal Guard Rail	Lin.Ft.	2,400	600	3,000	3.00	9,000

Subtotal	$142,196
Engineering & Contingencies (40% ±)	56,804
Grading & Surfacing Cost	199,000
Structure-Tillamook River 700' at $336=	236,000
R/W	3,000
Estimated Construction Cost	$438,000

* Between Common Termini at "H" & "A"

TILLAMOOK-NETARTS HIGHWAY SECTION
NETARTS HIGHWAY
Tillamook County

Windshield Estimate
New Route (H-A)

* Total Length 2.23 Miles
Const. Length 1.4 Miles

	Item	Unit	Net	Allow	Gross	Unit Price	Amount
1.	Clearing & Grubbing	All	100%	---	100%	Lump sum	$ 3,600
2.	Drainage Excavation	C.Y.	100	30	130	3.50	455
3.	Embankment in Place	C.Y.	113,670	28,430	142,100	0.625	88,813
4.	Finish Roadbed & Slopes	Mile	1.3	---	1.3	500	650
5.	24" Culvert Pipe	Lin.Ft.	360	90	450	6.00	2,700
6.	Class "A" Conc. in Box	C.Y.	60	15	75	60.00	4,500
7.	Reinforcing Steel in Box	Lb.	9,180	2,300	11,480	0.15	1,722
8.	Surfacing & Oiling	Mile	1.3	---	1.3	52,000	67,600
9.	Metal Sight Posts	Each	8	2	10	3.00	30
10.	Metal Guard Rail	Lin.Ft.	800	200	1,000	3.00	3,000

Subtotal	$173,070
Engr. & Cont.	68,930
Grading & Surfacing Cost	242,000
Structures: Tillamook River 500 at 336	168,000
Old Trask River 150 at 336	50,000
R/W	18,000
Est. Const. Cost	$478,000

* Between Common Termini at "H" & "A"

TILLAMOOK-NETARTS HIGHWAY SECTION
NETARTS HIGHWAY
TILLAMOOK COUNTY

Windshield Estimate
New Route (H-J-A)

* Total Length 2.36 Miles
Const. Length 1.70 Miles

Item	Unit	Net	Allow	Gross	Unit Price	Amount
1. Clearing & Grubbing	All	100%	---	100%	Lump sum	$ 6,000
2. Drainage Excavation	Cy	110	30	140	3.50	490
3. Embankment in Place	Cy	123,800	31,000	154,800	0.625	96,750
4. Finish Roadbed & Slopes	Mile	1.5	---	1.5	500	750
5. 24-inch Culvert Pipe	Lin.Ft.	420	105	525	6.00	3,150
6. Class "A" Concrete in Box	Cy	120	30	150	60.00	9,000
7. Reinforcing Steel	Lb.	18,350	4,650	23,000	0.15	3,450
8. Surfacing & Oiling	Mile	1.5	---	1.5	52,000	78,000
9. Metal Sight Posts	Each	38	10	48	3.00	144
10. Metal Guard Rail	Lin.Ft.	1,200	300	1,500	3.00	4,500

Subtotal	$202,234
Engineering & Contingencies (40% ±)	80,766
Grading & Surfacing Cost	$283,000
Structure: Tillamook River 500' at $336 =	168,000
Trask River 332' at $336 =	112,000
R/W	30,000
Estimated Construction Cost	$593,000

* Between Common Termini at "H" & "A"

Oct. 58 Rev. 10/58

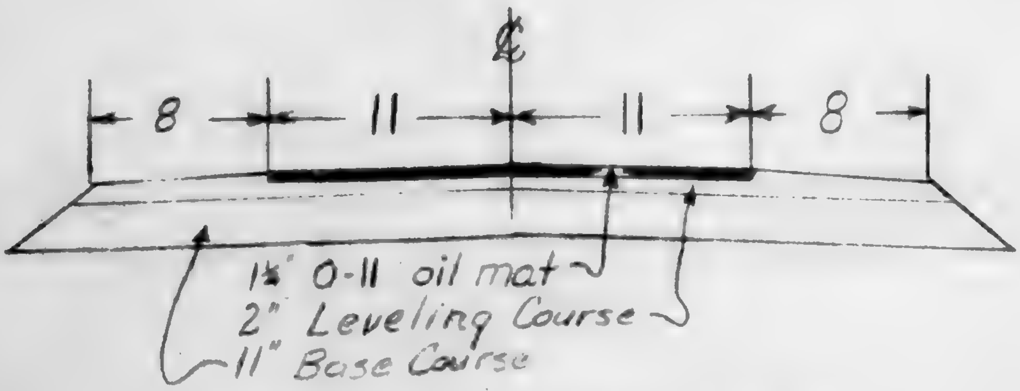
OREGON STATE HIGHWAY DEPTMENT

TILLAMOOK-OREGON COAST BEACHES

NETARTS HWY. & BAYOCEAN ROAD

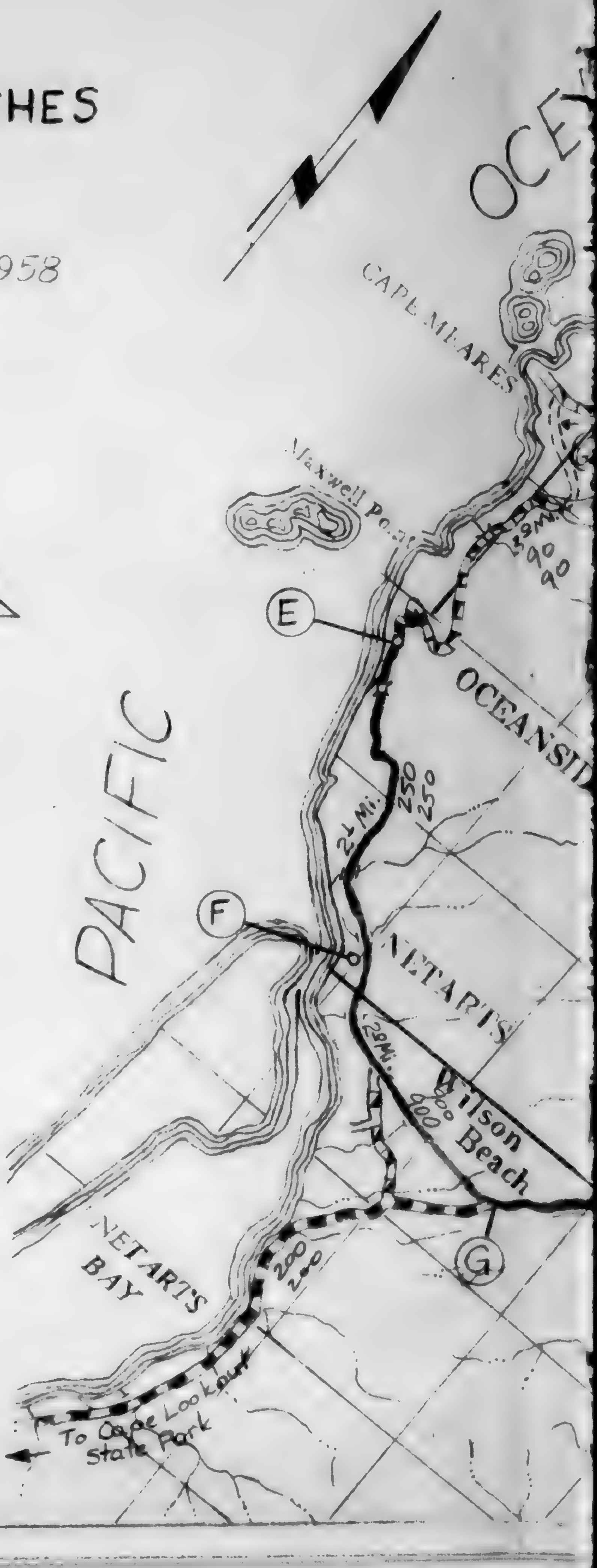
TILLMOOK COUNTY

Scale: 1" = 1 Mile Oct 1958



℄
8
11
11
8
1½" O-11 oil mat
2" Leveling Course
11" Base Course

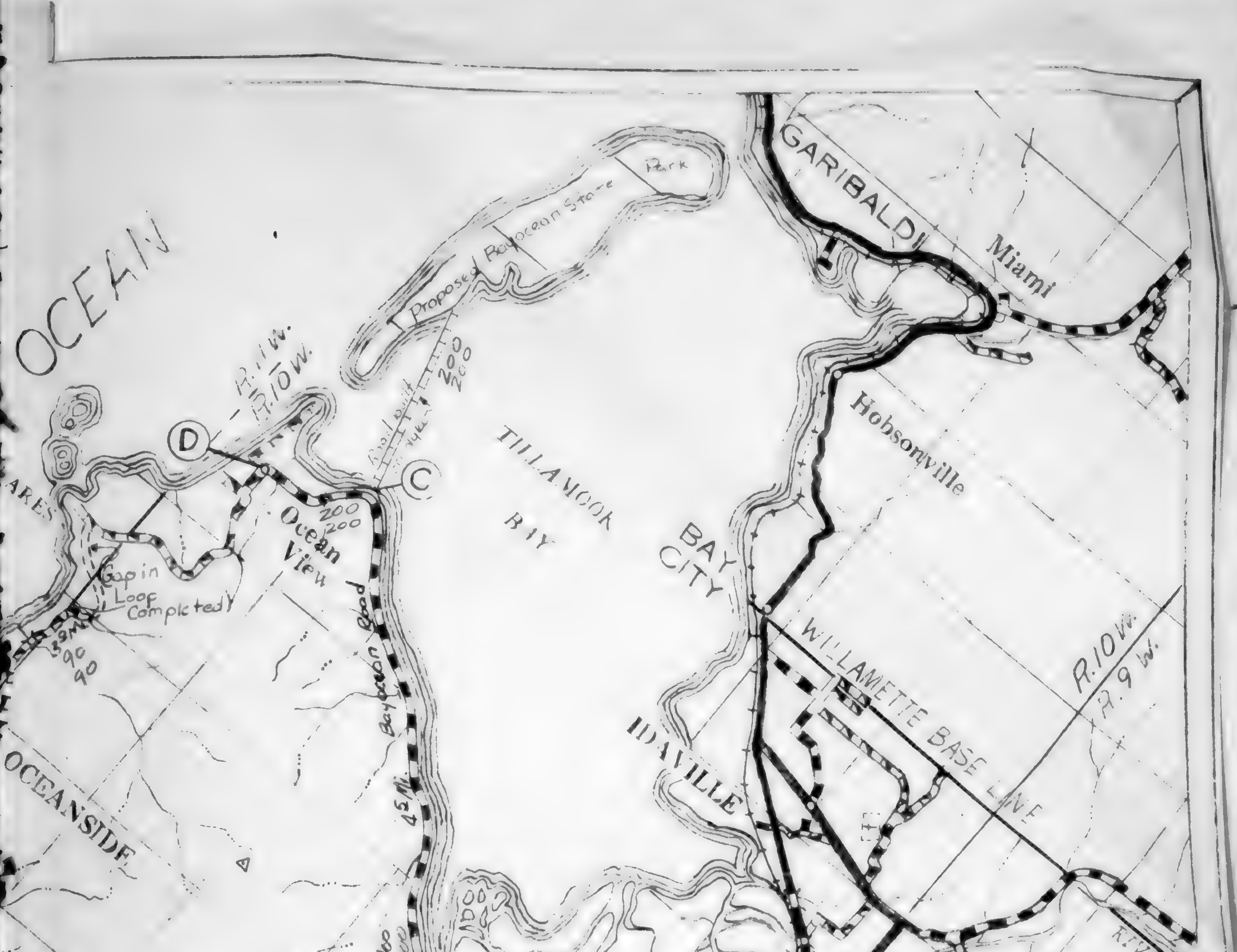
TYPICAL SECTION



OCE
CAPE MEARES
Maxwell Point
E
3.9 Mi.
90
90
OCEANSIDE
PACIFIC
2.1 Mi.
250
250
F
NETARTS
2.8 Mi.
900
900
Wilson Beach
NETARTS BAY
200
200
G
To Cape Lookout State Park

* Traffic figures shown represent averages for 1958 ADT with assumption Ⓑ-Ⓐ will be closed to coastal traffic.

* Traffic Division 10-6-58

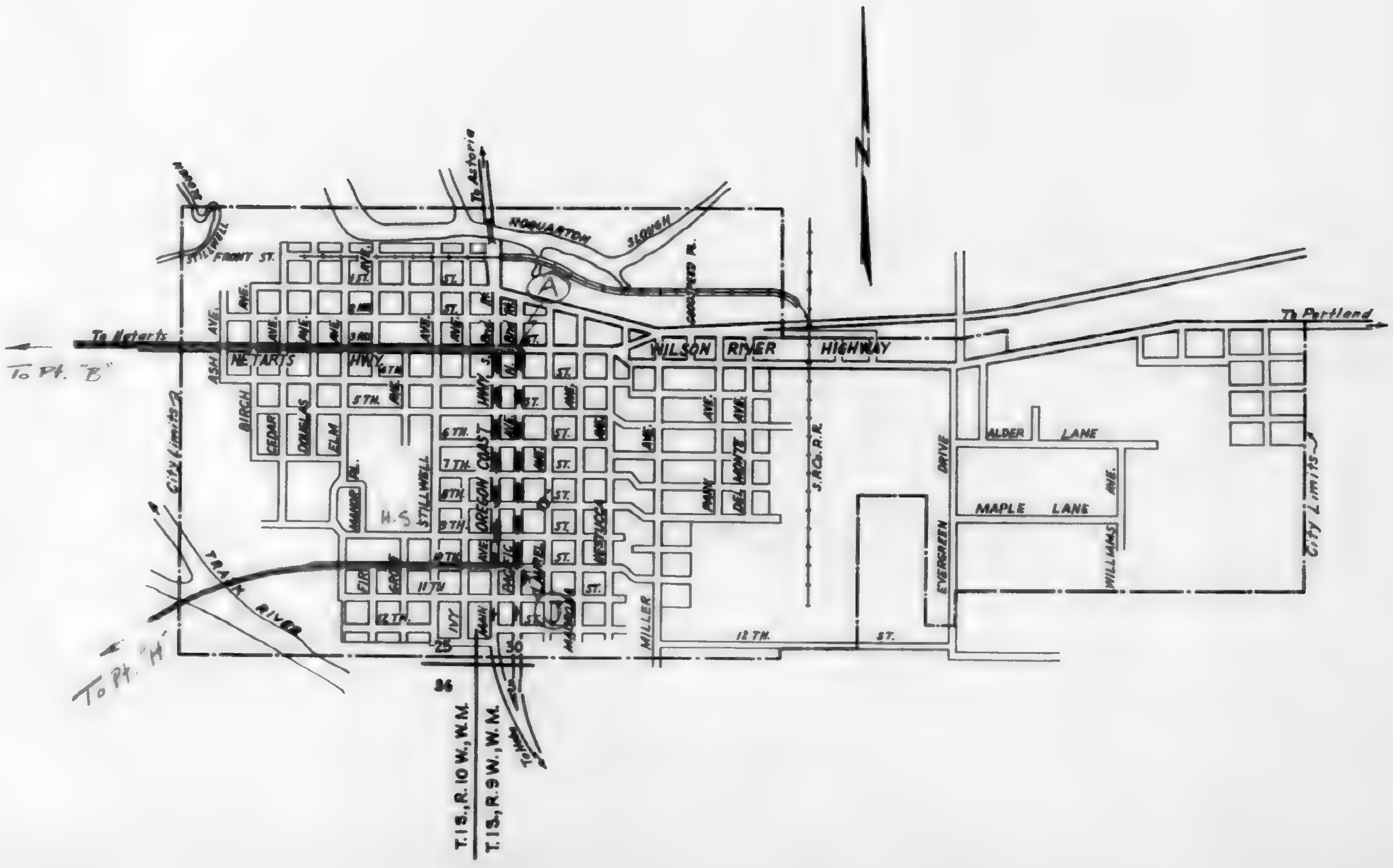

OCEAN
Proposed Bayocean State Park
Road built
200
200
R.11 W.
R.10 W.
D
C
ARES
200
200
Ocean View
Gap in Loop Completed
3.9 Mi
90
90
TILLAMOOK BAY
Bayocean Road
4.5 Mi
400
400
OCEANSIDE
GARIBALDI
Miami
Hobsonville
BAY CITY
WILLAMETTE BASE LINE
R.10 W.
R.9 W.
IDAVILLE
RIVER
KILCHIS
Juno
TILLAMOOK
B
450
4
1.0 Mi
400
400
ilson Beach
2.3 Mi
Netarts Hwy
1100
1100
G
H
T.1 S.
T.2 S.
Fraser Rd
TILLAMOOK R.
1500 2.8 M.
1500
300
S.R. 10
A
J
WILSON
RIVER

TILLAMOOK

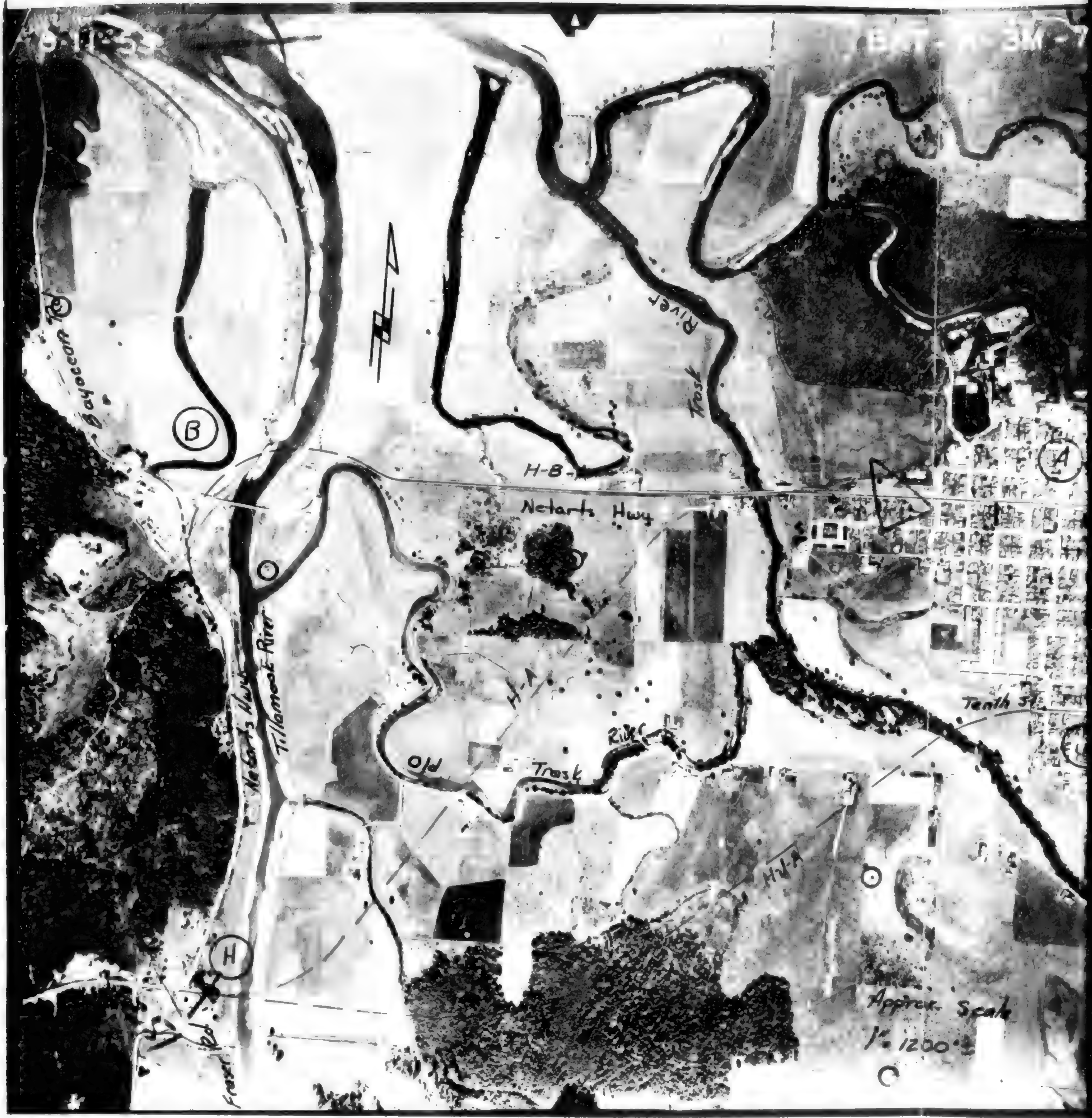
TILLAMOOK COUNTY

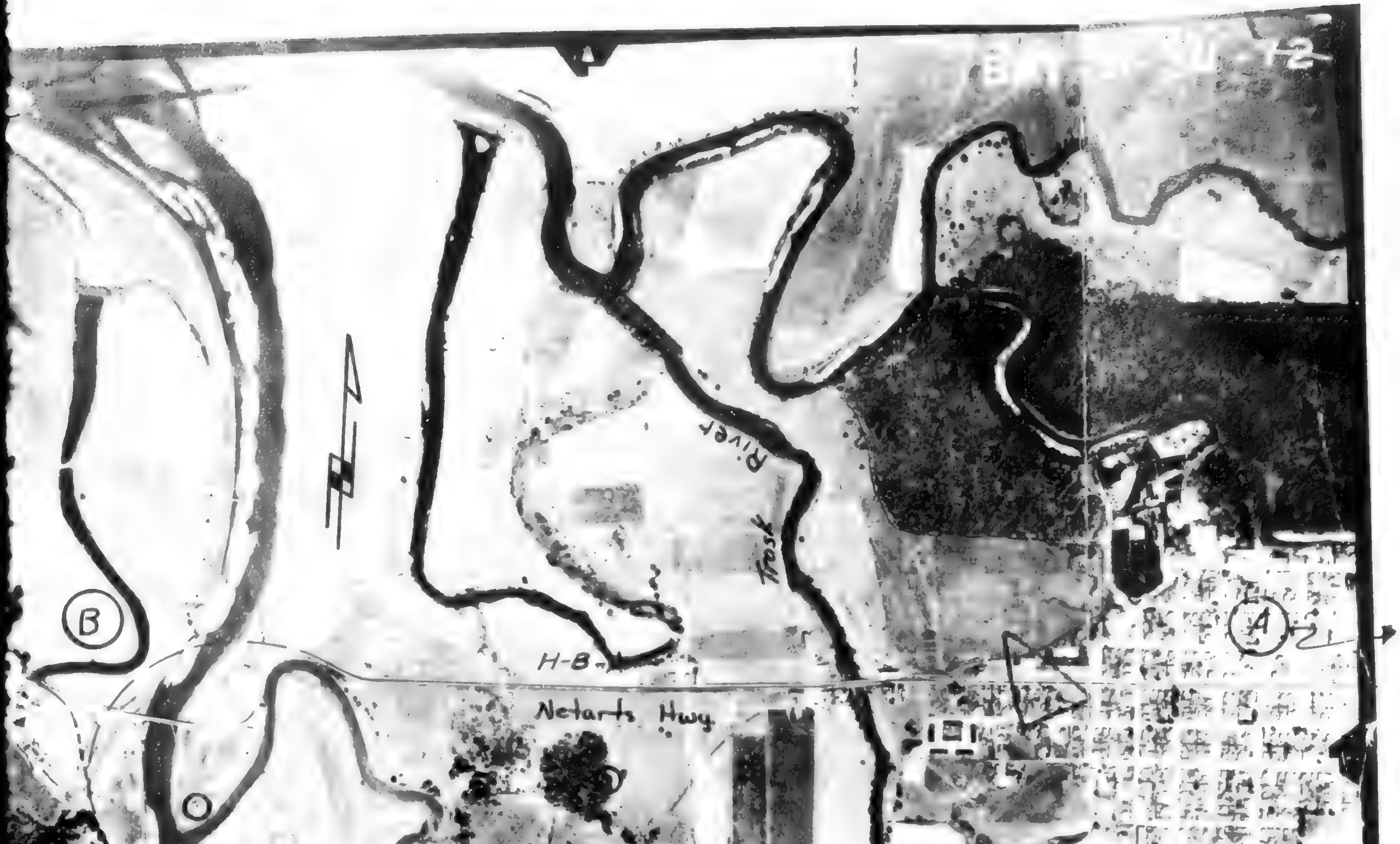
Scale in Feet

0 800 1600


To Netarts
To Pt. "B"
To Astoria
HOQUARTON SLOUGH
STILLWELL
FRONT ST.
1ST. AVE.
2ND
3RD
4TH
5TH.
6TH.
7TH.
8TH.
9TH.
10TH.
11TH
12TH.
ASH AVE.
BIRCH
CEDAR
DOUGLAS
ELM
FIR
GROVE
IVY
MAIN
NETARTS HWY.
OREGON COAST HWY. S.
PACIFIC
LAUREL
MADRONA
WESTLOCK
STILLWELL
MANOR PL.
H.S
A
U
City Limits
TRASK RIVER
To Pt. "H"
25
30
36
T.1S., R.10W., W.M.
T.1S., R.9W., W.M.
To Tillamook
GOODSPEED R.
WILSON RIVER HIGHWAY
S.P.Co.R.R.
MILLER
MAIN
DEL MONTE AVE.
12TH. ST.
EVERGREEN DRIVE
ALDER LANE
MAPLE LANE
WILLIAMS AVE.
To Portland
City Limits
N

3-12-56


Bayocean Rd
B
Tillamook River
H-B
Netarts Hwy
Trask River
A
Tenth St
H-A
Old Trask River
H-J-A
Netarts Hwy
H
Frost Rd
Approx. Scale
1" = 1200'



B
A
H-B
Netarts Hwy
Trask River
H-A
Old Trask River
Tenth St
J
H-J-A
Tillamook Riv
Netarts Hwy
H
Fraser Rd
Approx. Scale
1" = 1200'

RECEIVED
DEC 28 1955
FOR FILING

December 27, 1955

Mr. E. P. Stamm
Vice President
Crown Zellerbach Corporation
Public Service Building
Portland 4, Oregon

Dear Mr. Stamm:

I have your letter of December 21 concerning the proposed highway bridge across the Tillamook River between the city of Tillamook and Netarts.

I wish to express our appreciation of your cooperation in providing the most economical and suitable structure for this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. P. M. Stephenson

CROWN ZELLERBACH CORPORATION
PUBLIC SERVICE BUILDING
PORTLAND, 4, OREGON

December 21, 1955

State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Mr. Paxson:

I am writing to you in regard to the proposed new highway bridge across the Tillamook River on the road between the City of Tillamook and Netarts.

One of your field men called at this office and asked whether or not we felt there was a need of a renewable span in order to permit the movement of pile drivers or derricks or other high equipment up the river and beyond the bridge site.

At the present time there is approximately 13'6" of clearance at high tide which permits the movement of our log tugboats under the bridge and the horizontal distance between the piers is 71 feet which is adequate for the movement of our rafts. We contemplate that about each five to seven years it will be necessary to move some form of derrick or crane with a clamshell to clean out the booming grounds up and down the Tillamook River in the vicinity of this bridge, but we do not consider that this need would justify us in asking for a removable bridge span solely for that purpose. Therefore, Crown Zellerbach will not request any type of movable span in order to take care of the navigation or movement of its equipment or products.

We thank you for calling this matter to our attention and for your cooperation in this and other matters in the past.

Very truly yours,

E. P. Stamm
Vice President.

epstamm-mo'd

RECEIVED
DEC 27 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

U-222(5) Corvallis-Philomath Sec., 1960
Corvallis-Newport Hwy. (Roadway
#5790 & Sign Illumination)

RECEIVED
JUN 23 1961
FOR FILING

5790

D Cook
no to on card

June 22, 1961

L. H. Morris Electric Co.
P. O. Box 466
Eugene, Oregon

Attention: Mr. L. H. Morris

Gentlemen:

This is to acknowledge your letter of June 20 concerning the claim filed by W. J. Collette in the amount of $177.25 against our Contract No. 5790 awarded to you for roadside and sign illumination on the Corvallis-Philomath Section of the Corvallis-Newport Highway.

This information will be noted in our records and a copy of your letter is being forwarded to Mr. Ivan Merchant, Bridge Engineer, as his division has charge of this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Mr. Ivan Merchant

FQ:fp

NOTED ON CARD
Ac

L. H. MORRIS ELECTRIC CO.
LIGHT AND POWER INSTALLATIONS

L. H. MORRIS, Mgr.
Phone DI 4-6272

944 West 5th Avenue
P. O. Box 466
EUGENE, OREGON

June 20, 1961

Oregon State Highway Commission
Salem, Oregon

Attention: Floyd Query

RE: State Highway Contract #5790
W. J. Collette Letter of May,
18, 1961.

Gentlemen:

We regret that it is necessary to file a reply to Mr. Collette's letter as we do not feel it is for his best interest for future work.

Mr. Collette quoted us a price of $400.00 to paint the poles in accordance to state specifications and subject to final approval.

We advised Mr. Collette when the poles were ready to paint and that he would have to check with the job engineers for approval to paint each day because of the weather and temperature conditions. Also that we would leave the poles on the ground for ease of painting the first two coats but that we expected him to paint every day that was approved because the time would be charged against our completion date and we could not afford to pay penalty time.

Several approved days passed before the first coat was applied. This first coat of paint had a flat look without the usual luster and the engineer stopped the painting.

Three phone calls and several days later Mr. Collette advised that he had approval of the first coat and that he would continue painting. Several approved days passed and still no painter. The next phone call did not find Mr. Collette home, but Mrs. Collette advised that he was working in Cottage Grove and she would tell him to stop in our office when he passed through Eugene.

After several more approved days and still no painter I was able to contact Mr. Collette late one evening and advised him that I was forced to have another painting contractor finish the painting as we could not afford to pay penalty time due to the negligence of his firm. He advised that he was surprised that his man had not been on the job but that he did drink and was sometimes unreliable. I advised Mr. Collette that we would deduct our added costs involved in this change and pay him the difference for the work he had done.

The new painting contractor finished the painting in good order and by pushing the job hard we were able to finish our contract with only a few days left before penalty time.

Enclosed is a copy of the account we had with Mr. Collette. A check for $48.12 was sent to him which he has returned rejected.

The job engineers were aware of the problem we were having and we are sure they will verify our statement.

Very truly yours,

L. H. MORRIS ELECTRIC CO.

BY: L H Morris

LHM:bmc
cc- Eugene Insurance Agency
encl: 1

L. H. MORRIS ELECTRIC CO.

LIGHT AND POWER INSTALLATIONS

L. H. MORRIS, Mgr.
Phone DI 4-6272

944 West 5th Avenue
P. O. Box 466
EUGENE, OREGON

May 4, 1961

C
O
P
Y

W.J. Collette
1375 Baker Street
Salem, Oregon

Dear Mr. Collette:

Listed below is a summary of the painting cost for the 28 poles on the Corvallis Highway project.

Final billing from Benny Masters	$285.00.
4 gal. paint we furnished @5.75	23.00
Labor spent in trying to locate your painter on days he should have been painting 6½ hours @$6.75	43.88
	$351.88

The amount of $351.88 deducted from your quotation of $400.00, leaving a balance of $48.12 for final payment of your bill.

We are sorry you had trouble with your painter as we feel you had good intentions, but it should not be our responsibility that he was unreliable.

Very truly yours,

L. H. MORRIS ELECTRIC CO.

BY: L. H. Morris

LHM:bmc

RECEIVED
JUN 21 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 5 1961

FOR FILING

U-222(5)

5790

May 31, 1961

General Insurance Company of America
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

Gentlemen:

We have received notification from the Secretary of State, dated May 26, 1961, that the claim of W. J. Collette, Salem, in the amount of $177.25 against L. H. Morris Electric Co., Eugene, on our Contract No. 5790, has now been filed in his office. The Secretary of State has assigned his File No. 3822 to this claim.

A description of the claim was outlined in our letter to you of May 25.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

fp

NOTED ON CARD

RECEIVED
MAY 26 1961
FOR FILING

U-222(5)

5790

May 25, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter, dated May 18, 1961, with statement to Morris Electric Co. in the amount of $177.25, received from W. J. Collette, Salem, for labor and paint furnished to Morris Electric Co., Eugene.

This appears to be in connection with State Highway Contract No. 5790 with L. H. Morris Electric Co. for roadway and sign illumination on the Corvallis-Philomath Section of the Corvallis-Newport Highway in Benton County.

The surety on this contract is the General Insurance Co. of America, through Eugene Insurance Agency, 163 - 12th Ave. East, Eugene.

Please acknowledge receipt of the claim letter on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

NOTED ON CARD
dl

FORM C-123-X 80M 1-61

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 25, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter, dated May 18, 1961, with statement to Morris Electric Co. in the amount of $177.25, received from W. J. Collette, Salem, for labor and paint furnished to Morris Electric Co., Eugene.

This appears to be in connection with State Highway Contract No. 5790 with L. H. Morris Electric Co. for roadway and sign illumination on the Corvallis-Philomath Section of the Corvallis-Newport Highway in Benton County.

The surety on this contract is the General Insurance Co. of America, through Eugene Insurance Agency, 163 - 12th Ave. East, Eugene.

Please acknowledge receipt of the claim letter on the enclosed copy of this letter.

Very truly yours,

File #3822

FILED
MAY 26 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

RECEIVED
MAY 29 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 26 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAY 26 1961
FOR FILING
U-222(5)

5790

I

May 25, 1961

Mr. W. J. Collette
1375 Baker Street N. E.
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your claim letter, dated May 18, and attached statement to Morris Electric Co. in the amount of $177.25 for labor and paint furnished on State Highway Contract No. 5790. Our records indicate this to be in connection with L. H. Morris Electric Co. Contract No. 5790 for roadway and sign illumination on the Corvallis-Philomath Section of the Corvallis-Newport Highway in Benton County.

This contract was completed April 13, 1961, but has not yet been accepted by the State Highway Commission. The General Insurance Co. of America, through the Eugene Insurance Agency, 163 - 12th Ave. East, Eugene, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

The State does not make payment of claims but looks to the prime contractor and the surety for such payment.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
dc

W. J. Collette Contract Painting
Telephone EM 2-3511
1375 Baker Street N.E.
SALEM, OREGON

May 18, 1961

Floyd Query
Secretary to Highway Commissioner
Room 134
State Highway Building
Salem, Oregon

Dear Sir:

Enclosed find bill to Morris Electric Co. for $177.25 which is money due us on Job #5790.

Yours truly,

W. J. Collette

W. J. Collett

RECEIVED
MAY 19 1961
OREGON
STATE HIGHWAY COMMISSION

Telephone [illegible]

W. J. Collette CONTRACT PAINTING

1375 BAKER STREET
SALEM, OREGON

5-12-61

To Morris Electric Co.
944 West 5th Ave.
Box 466
Eugene, Oregon

Contract #5790

32 hrs labor @ 5.00	160.00
3 gallons paint @ 5.75	17.25
	$177.25

PAYABLE BY TENTH OF MONTH

RECEIVED
MAY 26 1961
FOR FILING

U-222 (5)
5790

1

May 25, 1961

General Insurance Co. of America
209 S. W. 4th Ave.
Portland 4, Oregon

Gentlemen:

A claim letter, dated May 18, 1961, with invoice attached, has been received from W. J. Collette, Salem, advising that Morris Electric Co. owe him for labor and paint in the amount of $177.25.

This appears to be in connection with State Highway Contract No. 5790 with L. H. Morris Electric Co. for roadway and sign illumination on the Corvallis-Philomath Section of the Corvallis-Newport Highway in Benton County.

This claim letter has been forwarded to the Secretary of State for filing. Attached is a copy of it.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Eugene Insurance Agency
163 - 12th Ave. East
Eugene, Oregon

NOTED ON CARD
dc

L. H. Morris Electric Co.
944 West 5th Ave.
Eugene, Oregon

Commission
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
MAY 22 1961
FOR FILING

[illegible] (5)

5790

May 22, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5790 for roadway-sign illumination on the Corvallis-Philomath Section of the Corvallis-Newport Highway in Benton County was completed by the contractor, L. H. Morris Electric Co., on April 13, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $2,735.08 will be released to the contractor after acceptance by the Commission. The total contract amount is $15,629.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: L. H. Morris Electric
944 West 5th Avenue
P. O. Box 466
Eugene, Oregon

RECEIVED
FORM 2-123-X 75M 1-60
APR 19 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

U-222(5)

5790

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 18, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

Dear Sir:

L. H. Morris Electric Company completed work on the Corvallis-Philomath Section Roadway and Sign Illumination Project, Contract #5790, FAP No. U-222(5), on the Corvallis-Newport Highway in Benton County on April 13, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: J. W. Nash
Floyd Query
D. B. Parkes

NOTED ON CARD
EC

NOTED
FLOYD QUERY

RECEIVED

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

U-229 ([illegible])

5790

December 29, 1960

Mr. L. H. Morris
L. H. Morris Electric Company
944 West 5th Avenue
P. O. Box 466
Eugene, Oregon

Dear Mr. Morris:

This will acknowledge receipt of your letter of December 23, in regard to the two 13" X 19" concrete pull boxes with bolt down cast iron cover called for on the Avery Park Section under contract No. 5790. You state that the cast iron plate is not a standard item and suggest that in lieu thereof, a 1/4" steel plate be used.

We are informed that both the concrete pull box and the cast iron plate are available at Brooks Products, Inc., 5224 SE 26th Avenue, Portland, Oregon. The cast iron covers have a rough surface and are usually marked "Street Lighting - High Voltage".

Under these conditions, it is not believed that the substitution can be allowed.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

G. S. PAXSON

VPJ:pk
bc: G. S. Paxson
Ivan Merchant
O. R. Kennan

RECEIVED
DEC 30 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

COMMISSIONERS
M. R. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

U-222(5)

5790

November 29, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

RE: Corvallis-Philomath Section
Roadway and Sign Illumination
Contract #5790
FAP No. U-222(5)

Dear Sir:

L. H. Morris Electric Company started work on the Corvallis-Philomath Section of the Corvallis-Newport Highway in Benton County, Roadway and Sign Illumination Job, Contract #5790, FAP No. U-222(5), on October 27, 1960.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: Mr. D. B. Parkes
Mr. Floyd Query

NOTED
FLOYD QUERY

RECEIVED
OCT 31 1960
FOR FILING
U-222(5)
5790

FORM E-1

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 31, 1960

L. H. Morris Electric Company
944 West 5th Avenue
Eugene
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5790, awarded September 29, 1960, for roadway-sign illumination on the Corvallis-Philomath Section of the Corvallis-Newport Highway in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED

FOR [illegible]

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

September 2, 1960

U-222(5)

[illegible]

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

U-222(5)

Oregon Project U-222(5)

We have today approved the P. S. and E. documents for Oregon Project U-222(5), Corvallis Section, Corvallis-Newport Highway, Benton County, roadway and sign illumination.

This is to authorize your advertising for bids.

106-4226 Isthmus Slough Bridge 1960
Coos River Highway
#5791

RECEIVED
MAR 14 1962
FOR FILING

5791

March 13, 1962

General Insurance Company of America
North 1801 Monroe
Spokane 17, Washington

Attention: Mr. D. H. Purcell
Northwest Division Claims

Gentlemen:

We have received a copy of your letter of March 8, addressed to Metal Products Division, Armco Steel Corporation, Portland, Oregon, concerning their claim against the Sig Andersson Contract No. 5791.

This contract was accepted by the State Highway Commission on October 20, 1961.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
dc

GENERAL COMPANIES AMERICA
W. L. CAMPBELL
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
SAFECO® INSURANCE COMPANY OF AMERICA
LIFECO® INSURANCE COMPANY OF AMERICA
HOME OFFICES—SEATTLE 5, WASHINGTON

March 8, 1962

Metal Products Division
Armco Steel Corporation
P. O. Box 751
Portland, Oregon

Gentlemen:

Our Bond File S-424792
Principal: Sig Andersson
Isthmus Slough Bridge
Contract No. 5791

Your letter, undated, to the Oregon State Highway Department concerning a claim you are asserting for materials and/or labor supplied Mr. Andersson in connection with the above construction has been forwarded to us for answering, as we are the surety on the above project.

7 Please be advised that we are presently checking out your claim with our principal and as soon as we receive his verification, we will then be in a position to give further consideration to your claim. We are requesting by carbon copy of this letter that the State Highway Department send us the date the project was formally accepted by them. Oct. 20, 1961

This acknowledgment of your letter does not waive any defenses we may have to your claim, nor do we increase our liability under our bond.

As soon as we complete our investigation, you will hear from us further.

Very truly yours,

~~Please check & send me the [illegible] if correct~~

D. H. Purcell
Northwest Division Claims
jlw

cc: Justin Reinhardt
Corbett Building
Portland, Oregon

cc: Sig Andersson
8th & Teakwood
Coos Bay, Oregon

cc: State of Oregon
State Highway Department
Salem 10, Oregon
Attn Mr. Floyd Query, Secretary
Oregon State Highway Commission

NOTED
C. W. HEAD

[illegible], please reply

RECEIVED
FEB 26 1962

FORM [illegible] 50M 6-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5791

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 20, 1962

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem, Oregon

Attention: Mr. George Stephens

Gentlemen:

Attached is a claim letter and invoice in the amount of $222 for materials furnished to Sig Andersson Construction Company.

This appears to be in connection with the Sig Andersson's Contract No. 5791, for bridge, grading and stone base on Isthmus Slough Bridge Section of the Coos River Highway in Coos County.

The General Insurance Company of America, through Huggins Insurance Agency, 230 South Broadway (P. O. Box 510), Coos Bay, furnished the performance bond on this contract.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

File# 3919

FILED
FEB 21 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED ON CARD

RECEIVED
FEB 21 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB 26 1962
OREGON
STATE HIGHWAY COMMISSION

February 20, 1962

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem, Oregon

Attention: Mr. George Stephens

Gentlemen:

Attached is a claim letter and invoice in the amount of $222 for materials furnished to Sig Andersson Construction Company.

This appears to be in connection with the Sig Andersson's Contract No. 5791, for bridge, grading and stone base on Isthmus Slough Bridge Section of the Coos River Highway in Coos County.

The General Insurance Company of America, through Huggins Insurance Agency, 230 South Broadway (P. O. Box 510), Coos Bay, furnished the performance bond on this contract.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

NOTED ON CARD

RECEIVED
FEB 21 1962

FOR FILING

5791

February 20, 1962

Metal Products Division
Armco Steel Corporation
P. O. Box 751
Portland, Oregon

Attention: Mr. R. J. Lozo
Credit Department

Gentlemen:

This will acknowledge receipt of your recent letter and attached invoice stating that Sig Andersson Construction Company owes you $222 for materials furnished.

You state that this is in reference to the Sig Andersson's Contract No. 5791, for bridge, grading and stone base on the Isthmus Slough Bridge Section of the Coos River Highway, Coos County.

The General Insurance Company of America, through Huggins Insurance Agency, 230 South Broadway (P. O. Box 510), Coos Bay, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

So there will be no misinterpretation of the law, we are forwarding your claim to the Secretary of State for filing. In the meantime this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

NOTED ON CARD
lc

February 20, 1962

General Insurance Company of America
N. 1801 Monroe
Spokane 17, Washington

Gentlemen:

A claim letter with invoice attached has been received from Metal Products Division of Armco Steel Corporation advising that Sig Andersson Construction Company owes them $222 for materials furnished.

This appears to be in reference to the Sig Andersson Contract No. 5791, for bridge, grading and stone base on Isthmus Slough Bridge Section of Coos River Highway, Coos County.

This claim letter has been forwarded to the Secretary of State for filing. Attached is a copy of the claim for your files.

We provide this information as your company appears as surety on the performance bond furnished with the contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

cc: Huggins Insurance Agency
P. O. Box 510
Coos Bay, Oregon

Sig Andersson
5th & Teakwood
Coos Bay, Oregon

M. K. McIver
G. L. Jackson
Forrest Cooper

NOTED ON CARD
de

METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION
ARMCO

ADDRESS REPLY TO
P. O. BOX 751
PORTLAND, OREGON

Belmont 5-8904

REGISTERED - RETURN RECEIPT REQUESTED

Oregon State Highway Department
State Highway Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, Metal Products Division, Armco Steel Corporation, has a claim for materials furnished to Sig Andersson Construction Company of 8th & Teakwood Streets, Coos Bay, Oregon in the sum of $222.00 against the bond taken from Mr. Sig Andersson, as principal, and the General Insurance Company of America, as surety, Bond No. 424-792, relating to the construction of Oregon State Highway Department Contract #5791, Isthmus Slough - Coos Bay Bridge, Coos Bay, Oregon.

A brief description of the materials furnished is as follows:

> 150' of 12 gage Armco Pre-galvanized Zincgrip Flex Beam Guardrail and 4 - 12 gage Terminal Sections, as called for by the specifications.

Attached are copies of the charges made on this particular account.

No payment has been received as of this date.

Very truly yours

METAL PRODUCTS DIVISION - ARMCO STEEL CORP.

R. J. Lozo

Credit Department

RJLozo/hc
encls

cc: General Insurance Co. of America
209 S. W. 4th Ave.
Portland, Oregon

REGISTERED - RETURN RECEIPT REQUESTED

Mr. Sig Andersson
8th & Teakwood Sts.
Coos Bay, Oregon

RECEIVED
FEB 16 1962
OREGON
STATE HIGHWAY COMMISSION

FORM G-5683 S-NP
PRINTED IN THE U. S. A.

ARMCO DRAINAGE & METAL PRODUCTS, INC.
North Pa Division P. O. Box 751 Portl 7, Oregon

106

OUR DATE	OUR ORDER NO.	BUYERS DATE	BUYERS ORDER NO.	SHIP FROM	SALESMAN-MARKET
8-7-61	H-3-0101	8-7-61	1721	Hillsboro	1-RSS

SOLD TO
Sig Anderson Construction
8th & Teakwood
Coos Bay, Oregon

ROUTING CFW
PPd

SHIP TO Same
DESTINATION O.S.H.D. Project
Isthmus Slough-Coos Bay Bridge
Coos Bay, Oregon

F. O. B. Destination
TERMS 1/2 of 1% 30 days N/30
PAST DUE ACCOUNTS BEAR INTEREST AT 6% PER ANNUM
WANTED

DESCRIPTION 217
Armco Pre-Galv Zincgrip
Flex-Beam Guardrail

PROMISED TO SHIP w/of 8-9-61
CAR NO.
B/L NO. A 12043
SHIPMENT DATE 8-10-61
INVOICE DATE 8-15-61
INVOICE NO. 8-237

ITEM	NO. OF PIECES	GAGE	DIAMETER	UNIT LENGTH		ITEM WGT	QUANTITY	PRICE	AMOUNT
1	12	12		12'6"	Rail Elements		150'	1.40	210.00
2	4	12			Terminal Sections		4	3.00	12.00
									$222.00
	96		5/8 X 1 1/4		Splice Bolts & Nuts				
	14		5/8 X 10"		Post Bolts & Nuts				
	14		5/8		Washers.				

incl. in above price

O.S.H.D. Insp. Reqd.

INVOICE
PLEASE NOTE TERMS

S

METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION
ARMCO

ADDRESS REPLY TO
P. O. BOX 751
PORTLAND, OREGON

January 11, 1962

Gentlemen:

This is to notify you that as of January 1, 1962 the name of Armco Drainage & Metal Products, Inc. has been changed to:

Metal Products Division
Armco Steel Corporation
Office: 2321 S. E. Gladstone St.
Mailing address: P. O. Box 751
Portland 7, Oregon

Telephone Number: Belmont 5-8904

Please change your records accordingly.

Thank you.

Cordially yours

M. R. Ambuhl

District Sales Manager

MRA/hc

ALL ORDERS ARE ACCEPTED SUBJECT TO THE CONDITIONS ON THE BACK HEREOF

RECEIVED
OCT 26 1961
FOR FILING
5791

October 25, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5791 for bridge-grading-stone base on the Isthmus Slough Bridge Section of the Coos River Secondary Highway in Coos County was completed by the contractor, Sig Andersson, on September 5, 1961, and was formally accepted by the Highway Commission on October 20, 1961.

Final payment in the amount of $2,048.87 will be released to the contractor, assigned to the General Insurance Co. of America, Seattle Office, on or after November 1, 1961. The total contract amount is $68,550.67, of which amount $255.14 represents force account items.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Sig Andersson
8th & Teakwood
Coos Bay
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 15, 1961

Section Isthmus Slough Bridge

Kind of work Grading for bridge appr.

Highway Coos River County Coos

Section prefix 106-4226

Contractor Sig Andersson

Contract number 5791

Date of contract August 29, 1960

Specified work days 100

Date work started January 17, 1961

Work days used 100

Project authorization $ 79,481.25

Exclusive of engineering $ 73,829.25

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 73,829.25

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 5652.00

Engineering cost to date $ 2836.00, 50 %

Date project was completed September 5, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
		100		100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

All information for semi-final estimate given to Eugene Ash on Thursday of this week. He expects to have final in next week.

CONSTRUCTION DIVISION
RECEIVED
SEP 18 1961
NOTED.. CE ACE ACE COE

NOTED
JOHN R. OAKES

Noted
M. N Juve

Signed Harry W. Oswald

Address Harry W. Oswald P.O.Box 496 North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
SEP 14 1961
FOR FILING

5791

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

Sig Andersson completed work on the Isthmus Slough Bridge Project on the Coos River Secondary Highway in Coos County, Contract #5791 (State Project), on September 5, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

dl

cc; Floyd Query ✓

NOTED ON CARD

NOTED
FLOYD QUERY

RECEIVED
AUG 15 1961
FOR FILING

4134

5791

August 14, 1961

General Insurance Company of America
General Insurance Building
Seattle 5, Washington

Attention: Donald E. Spickard
Legal Department

Dear Mr. Spickard:

In your letter of August 10 concerning warrants for estimates 3 and 4 on Contract 5791, awarded to Sig Andersson, for the Isthmus Slough Bridge, you state that these were made payable to Mr. Andersson.

Estimate number 3 covered work performed from May 10 to June 10, 1961. Estimate number 4 covered the period from June 10 to July 10, 1961.

I have been advised that future payments will be made payable to General Insurance Company of America.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:mg

cc: C. H. Maison

RECEIVED
JUL 21 1961
FOR FILING

5791

D Cook

July 20, 1961

General Insurance Company of America
General Insurance Building
Seattle 5, Washington

Attention: Mr. Donald E. Spickard
Legal Department

Gentlemen:

On July 12 you were in this office and we discussed with Mr. Frank McKinney, of our Legal Division, and Mr. Ivan Merchant, our Bridge Engineer, the handling of Contract No. 5791, awarded to Sig Andersson, for construction of the Isthmus Slough Bridge.

As I recall our conversation, the assignment form which you left with us was approved by Mr. McKinney and is being forwarded to the Accounting Division for handling of payments on this contract as outlined in the assignment. We are also forwarding to the Accounting Division a copy of your letter of July 14 concerning this assignment.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: C. H. Maison (2)
Ivan Merchant
Frank McKinney

NOTED ON CARD
Dc

Mr. Maison:
Please forward payments on this contract as directed in Mr. Spickard's letter of July 14 and by the assignment, copies of which are attached.

FQ

GENERAL INSURANCE CO OF AMERICA
W. L. CAMPBELL
PRESIDENT

GENERAL
INSURANCE COMPANY
OF AMERICA
SEATTLE, WASHINGTON

July 14, 1961

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query, Secretary

Gentlemen:

Sig Anderson
Our Bond S-424792
Isthmus Slough Bridge
Contract No. 5791

This letter will confirm our discussions of Wednesday, July 12, 1961, at your office. At that time we delivered to you a photographic copy of the general assignment of the funds on this and other contracts which was made by Sig Andersson as a condition precedent to our executing his bond on this project. We also delivered to you a statement by Mr. Sig Andersson concerning his default and inability to complete this and other contracts and to pay for labor and material in connection with them without our assistance.

In connection with this particular contract, we have made arrangements to pay the necessary payroll to complete it through a special account established for this purpose and we shall also arrange to take care of the claims of those persons who have not been paid for labor or material furnished in connection with this contract.

In accordance with the general assignment furnished you, we would appreciate your forwarding to us all payments made by you for labor and material furnished in connection with this contract, payable to General Insurance Company of America and delivered to us at this office: 4347 Brooklyn Avenue, Seattle 5, Washington, to the attention of the undersigned.

If there are any questions or other information which concerns the completion of the work on this contract with the payment of any accounts, we would appreciate your directing it to us at this address as well.

Very truly yours,

Don Spickard

Donald E. Spickard
Legal Department
aw

AMERICA
GENERAL
COMPANIES

DONALD E. SPICKARD

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
SAFECO INSURANCE COMPANY OF AMERICA
GENERAL LIFE COMPANY OF AMERICA

4347 BROOKLYN AVENUE
SEATTLE 5, WASHINGTON
TEL: ME 3-0622

GENERAL APPLICATION AND AGREEMENT OF INDEMNITY FOR CONTRACT BONDS

GENERAL
CASUALTY AND INSURANCE
COMPANY COMPANY
OF AMERICA
SEATTLE 5, WASHINGTON

(Each a stock insurance company herein called the company)

SEP 2 1955

NOTE: If This Agreement Is Executed by the Contractor Only, Strike Out Lines 4, 5, 6 and 7.

THIS AGREEMENT of Indemnity, made and entered into with and in favor of the General Casualty Company of America or General Insurance Company of America, singly or jointly, and executed by ________

SIGURD ANDERSSON

(hereinafter termed The Contractor)

and BETH ANDERSSON

____

____

(hereinafter termed The Indemnitors).

WITNESSETH:

WHEREAS, said Contractor, in the performance of contracts and the fulfillment of obligations generally, has desired or may desire, or has been or may be required, to give or procure a certain bond or bonds, undertakings or instruments of guarantee, or to renew, extend or continue the same from time to time, or to substitute new or different bonds therefor, (each and all of which bonds, undertakings and instruments of guarantee are included in any references hereinafter made to "Such Bond" or "Such Bonds",) and

WHEREAS, at the special instance and request of the undersigned (which term as used herein refers to and includes each of the Indemnitors and the Contractor, jointly and severally) and upon the express understanding that this Agreement of Indemnity should be given and remain in force as to each and all of Such Bonds, the General Casualty Company of America or General Insurance Company of America whichever company singly, or jointly, (hereinafter called The Company), has executed or procured to be executed, or may from time to time hereafter execute or procure to be executed, Such Bonds on behalf of The Contractor,

NOW, THEREFORE, in consideration of the premises and the execution of any Such Bond and other good and valuable considerations, and as an inducement to such execution, we, the undersigned, agree and bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, as follows:

FIRST: The undersigned shall pay to The Company in cash, in advance, upon execution of each Such Bond the premium or charge computed in accordance with the rates currently charged by The Company at time Such Bond is executed, and an additional premium at said rates, based on any increase of said contract price, as shown by the certificate of the engineer or architect in charge, and to be adjusted upon completion of any said contracts. The undersigned shall also pay all renewal or additional premium at such rates until proof is furnished satisfactory to The Company of its discharge from all liability under Such Bonds.

SECOND: The undersigned shall indemnify, and keep indemnified, The Company against all loss, cost, damages, expenses and attorneys' fees whatever, and any and all liability therefor, sustained or incurred by The Company by reason of having executed, executing or procuring the execution of any Such Bonds; or sustained or incurred by reason of making any investigation on account thereof, prosecuting or defending any action brought in connection therewith, obtaining a release therefrom or enforcing by litigation or otherwise any of the agreements herein contained. Payment of any such amounts shall be made to The Company by the undersigned as soon as The Company shall be liable therefor, whether or not it shall have paid out any portion thereof. The undersigned agrees to furnish money to the Contractor or The Company as needed for the prompt payment of labor and materials used in the performance of said contracts when and as requested to do so by The Company. The Company shall have the exclusive right for itself and for the undersigned to decide and determine whether any claim, demand, suit or judgment upon any Such Bonds shall, on the basis of liability, expediency or otherwise, be paid, settled, defended or appealed, and its determination shall be final, conclusive and binding upon the undersigned; and any loss, costs, charge, expense or liability thereby sustained or incurred as well as any and all disbursements on account of costs, expenses and attorneys' fees deemed necessary or advisable by The Company, shall be borne and paid immediately by the undersigned. In the event of any payment, settlement, compromise or investigation, an itemized statement of the payment, loss, costs, damages, expenses or attorneys' fees, sworn to by any officer of The Company, or the voucher or vouchers or other evidence of such payment, settlement or compromise, shall be prima facie evidence of the fact and extent of the liability of the undersigned to The Company in any claim or suit hereunder and in any and all matters arising between the undersigned and The Company.

THIRD: No assent, assignment, change in time or manner of payment or other change or extension in the terms

NOTE: If This Agreement Is Executed by the Contractor Only, Strike Out Lines 4, 5, 6 and 7.

THIS AGREEMENT of Indemnity, made and entered into with and in favor of the General Casualty Company of America or General Insurance Company of America, singly or jointly, and executed by ____________________

SIGURD ANDERSSON
(hereinafter termed The Contractor)

and BETH ANDERSSON

____

____

(hereinafter termed The Indemnitors).

WITNESSETH:

WHEREAS, said Contractor, in the performance of contracts and the fulfillment of obligations generally, has desired or may desire, or has been or may be required, to give or procure a certain bond or bonds, undertakings or instruments of guarantee, or to renew, extend or continue the same from time to time, or to substitute new or different bonds therefor, (each and all of which bonds, undertakings and instruments of guarantee are included in any references hereinafter made to "Such Bond" or "Such Bonds",) and

WHEREAS, at the special instance and request of the undersigned (which term as used herein refers to and includes each of the Indemnitors and the Contractor, jointly and severally) and upon the express understanding that this Agreement of Indemnity should be given and remain in force as to each and all of Such Bonds, the General Casualty Company of America or General Insurance Company of America whichever company singly, or jointly, (hereinafter called The Company), has executed or procured to be executed, or may from time to time hereafter execute or procure to be executed, Such Bonds on behalf of The Contractor,

NOW, THEREFORE, in consideration of the premises and the execution of any Such Bond and other good and valuable considerations, and as an inducement to such execution, we, the undersigned, agree and bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, as follows:

FIRST: The undersigned shall pay to The Company in cash, in advance, upon execution of each Such Bond the premium or charge computed in accordance with the rates currently charged by The Company at time Such Bond is executed, and an additional premium at said rates, based on any increase of said contract price, as shown by the certificate of the engineer or architect in charge, and to be adjusted upon completion of any said contracts. The undersigned shall also pay all renewal or additional premium at such rates until proof is furnished satisfactory to The Company of its discharge from all liability under Such Bonds.

SECOND: The undersigned shall indemnify, and keep indemnified, The Company against all loss, cost, damages, expenses and attorneys' fees whatever, and any and all liability therefor, sustained or incurred by The Company by reason of having executed, executing or procuring the execution of any Such Bonds; or sustained or incurred by reason of making any investigation on account thereof, prosecuting or defending any action brought in connection therewith, obtaining a release therefrom or enforcing by litigation or otherwise any of the agreements herein contained. Payment of any such amounts shall be made to The Company by the undersigned as soon as The Company shall be liable therefor, whether or not it shall have paid out any portion thereof. The undersigned agrees to furnish money to the Contractor or The Company as needed for the prompt payment of labor and materials used in the performance of said contracts when and as requested to do so by The Company. The Company shall have the exclusive right for itself and for the undersigned to decide and determine whether any claim, demand, suit or judgment upon any Such Bonds shall, on the basis of liability, expediency or otherwise, be paid, settled, defended or appealed, and its determination shall be final, conclusive and binding upon the undersigned; and any loss, costs, charge, expense or liability thereby sustained or incurred as well as any and all disbursements on account of costs, expenses and attorneys' fees deemed necessary or advisable by The Company, shall be borne and paid immediately by the undersigned. In the event of any payment, settlement, compromise or investigation, an itemized statement of the payment, loss, costs, damages, expenses or attorneys' fees, sworn to by any officer of The Company, or the voucher or vouchers or other evidence of such payment, settlement or compromise, shall be prima facie evidence of the fact and extent of the liability of the undersigned to The Company in any claim or suit hereunder and in any and all matters arising between the undersigned and The Company.

THIRD: No assent, assignment, change in time or manner of payment or other change or extension in the terms of any Such Bond or of any contract referred to in Such Bond or in the general conditions, plans or specifications incorporated in such contract, granted or authorized by The Company or the refusal to so grant or authorize, shall release, discharge or in any manner whatsoever affect the obligations assumed by the undersigned in executing this Agreement of Indemnity. The Company shall not be required to notify or obtain the approval or consent of the undersigned prior to granting, authorizing or issuing any such assent, assignment, change or extension.

FOURTH: The Company shall have the right, at its sole option and discretion, and it is hereby authorized but not required, in the event of any breach, abandonment or forfeiture of any or all provisions of any contract guaranteed by any Such Bond or of any breach of any Such Bond or of the terms of this agreement, to take possession of the work unde[illegible] y and all contracts guaranteed by any [illegible] Bond, and at the expense of the undersigned to complete or to contract for the completion of the same, or to consent to the reletting or completion thereof by the obligee in any Such Bond, or to take such other steps as in the discretion of The Company may be advisable or necessary to secure its release or to secure itself from loss thereunder; and all damage, loss or expense of any nature which The Company may incur in that connection shall be borne by the undersigned. If The Contractor, if an individual, dies, is adjudged mentally incompetent, is convicted of a felony, becomes a fugitive from justice or for any reason disappears and cannot be immediately found by The Company by use of usual methods, or if The Contractor becomes involved in any disagreement or proceeding of liquidation, receivership or bankruptcy, voluntarily or involuntarily, this agreement shall be deemed breached.

FIFTH: Each of the undersigned does by these presents assign, transfer and convey to The Company, as of the date of execution of any Such Bond, in connection with any Contract, for The Company's protection and use and as collateral security for the full performance of the covenants and agreements herein contained and for the payment of any indebtedness or liability of the undersigned to The Company, whether heretofore or hereafter incurred, the following:

(a) All right, title and interest of the undersigned in and to all machinery, equipment, plant, tools and materials which are, on the date of execution of Such Bond, or may thereafter be, about or upon the site of the work to be performed under the Contract referred to in and guaranteed by Such Bond, or elsewhere for the purpose thereof, including as well materials purchased for or chargeable to said Contract which may be in process of construction or in storage elsewhere or in transportation to said site;

(b) All rights of the undersigned in, or growing in any manner out of, said Contract or any extensions, modifications, changes or alterations thereof or additions thereto;

(c) All rights, actions, causes of action, claims and demands whatsoever which the undersigned or any of them may have or acquire in any sub-contract in connection with said Contract, and against any subcontractor or any person, firm or corporation furnishing or agreeing to furnish or supply labor, materials, supplies, machinery, tools or other equipment in connection with or on account of said Contract, and against any surety or sureties of any such materialman, subcontractor, laborer or other person, firm or corporation.

* (d) All right, title and interest of the undersigned in and to any and all percentages retained by the obligee under said Contract, and any and all estimates, payments, extras, final payments and other sums that, at the time of abandonment, forfeiture or breach of said Contract or Such Bond or of the terms of this agreement or at the time of any advance, payment or guaranty by The Company for the purpose of avoiding such abandonment, forfeiture or breach, may be due or may thereafter become due under said Contract to or on behalf of the undersigned.

SIXTH: Each of the undersigned does hereby irrevocably nominate and appoint the President, or any Vice-President or other executive, of The Company the true and lawful attorney-in-fact of the undersigned, with full right and authority, in the event The Contractor fails or is unable to complete the work called for by the Contract guaranteed by any Such Bond or in the event of the breach of any provision of this agreement, to execute on behalf of, and sign the name of, each of the undersigned to any voucher, release, satisfaction, check, bill of sale of all or any property by this agreement assigned to The Company, or any other paper or contract necessary or desired to carry into effect the purposes of this agreement; with full right and authority also, in such event, to dispose of the performance of said Contract by subletting the same in the name of The Contractor or otherwise; and each of the undersigned does hereby ratify and confirm all that such attorney-in-fact or The Company may lawfully do in the premises and further authorizes and empowers The Company and such attorney-in-fact and each of them to enter upon and take possession of the tools, plant, equipment, materials and subcontracts and all other collateral security mentioned in this agreement and enforce, use, employ and dispose thereof for the purposes set forth in this agreement. Each of the undersigned specifically agrees to protect, indemnify and hold harmless The Company and such attorney-in-fact against any and all claims, damages, costs and expenses that may in any way arise or grow out of the exercise of the assignments contained in this agreement and the powers herein granted, specifically waiving any claim which any undersigned has or might hereafter have against The Company or such attorney-in-fact on account of anything done in enforcing the terms of this agreement, assignments and power-of-attorney.

SEVENTH: The Company is further authorized and empowered to advance or loan to the undersigned Contractor any money which The Company may see fit to advance to said Contractor for the purpose of any Contract referred to in or guaranteed by any Such Bond; and all money so loaned or advanced, and all costs, counsel fees and expenses incurred by The Company in relation thereto, unless repaid with legal interest by The Contractor to The Company when due, shall be conclusively presumed to be a loss by The Company for which each and all of the undersigned shall be responsible, notwithstanding said money or any part thereof so loaned or advanced by The Company to The Contractor for the purpose of any such Contract should not be so used by The Contractor. The undersigned Indemnitors hereby waive all notice of such advance or loan, or of any default or any other act or acts giving rise to any claim under any Such Bond, and waive notice of any and all liability of The Company under any Such Bond or any and all liability on the part of the undersigned to the effect and end that each of the undersigned shall be and continue liable to The Company hereunder notwithstanding any notice of any kind to which the undersigned might have been or be entitled and notwithstanding any defenses which the undersigned might have been or be entitled to make.

EIGHTH: This agreement shall in all its terms and provisions, be for the benefit of and protect any person or-

FIFTH: Each of the undersigned does by these presents assign, transfer and convey to The Company, as of the date of execution of any Such Bond, in connection with any Contract, for The Company's protection and use and as collateral security for the full performance of the covenants and agreements herein contained and for the payment of any indebtedness or liability of the undersigned to The Company, whether heretofore or hereafter incurred, the following:

(a) All right, title and interest of the undersigned in and to all machinery, equipment, plant, tools and materials which are, on the date of execution of Such Bond, or may thereafter be, about or upon the site of the work to be performed under the Contract referred to in and guaranteed by Such Bond, or elsewhere for the purpose thereof, including as well materials purchased for or chargeable to said Contract which may be in process of construction or in storage elsewhere or in transportation to said site;

(b) All rights of the undersigned in, or growing in any manner out of, said Contract or any extensions, modifications, changes or alterations thereof or additions thereto;

(c) All rights, actions, causes of action, claims and demands whatsoever which the undersigned or any of them may have or acquire in any sub-contract in connection with said Contract, and against any sub-contractor or any person, firm or corporation furnishing or agreeing to furnish or supply labor, materials, supplies, machinery, tools or other equipment in connection with or on account of said Contract, and against any surety or sureties of any such materialman, subcontractor, laborer or other person, firm or corporation.

(d) All right, title and interest of the undersigned in and to any and all percentages retained by the obligee under said Contract, and any and all estimates, payments, extras, final payments and other sums that, at the time of abandonment, forfeiture or breach of said Contract or Such Bond or of the terms of this agreement or at the time of any advance, payment or guaranty by The Company for the purpose of avoiding such abandonment, forfeiture or breach, may be due or may thereafter become due under said Contract to or on behalf of the undersigned.

SIXTH: Each of the undersigned does hereby irrevocably nominate and appoint the President, or any Vice-President or other executive, of The Company the true and lawful attorney-in-fact of the undersigned, with full right and authority, in the event The Contractor fails or is unable to complete the work called for by the Contract guaranteed by any Such Bond or in the event of the breach of any provision of this agreement, to execute on behalf of, and sign the name of, each of the undersigned to any voucher, release, satisfaction, check, bill of sale of all or any property by this agreement assigned to The Company, or any other paper or contract necessary or desired to carry into effect the purposes of this agreement; with full right and authority also, in such event, to dispose of the performance of said Contract by subletting the same in the name of The Contractor or otherwise; and each of the undersigned does hereby ratify and confirm all that such attorney-in-fact or The Company may lawfully do in the premises and further authorizes and empowers The Company and such attorney-in-fact and each of them to enter upon and take possession of the tools, plant, equipment, materials and subcontracts and all other collateral security mentioned in this agreement and enforce, use, employ and dispose thereof for the purposes set forth in this agreement. Each of the undersigned specifically agrees to protect, indemnify and hold harmless The Company and such attorney-in-fact against any and all claims, damages, costs and expenses that may in any way arise or grow out of the exercise of the assignments contained in this agreement and the powers herein granted, specifically waiving any claim which any undersigned has or might hereafter have against The Company or such attorney-in-fact on account of anything done in enforcing the terms of this agreement, assignments and power-of-attorney.

SEVENTH: The Company is further authorized and empowered to advance or loan to the undersigned Contractor any money which The Company may see fit to advance to said Contractor for the purpose of any Contract referred to in or guaranteed by any Such Bond; and all money so loaned or advanced, and all costs, counsel fees and expenses incurred by The Company in relation thereto, unless repaid with legal interest by The Contractor to The Company when due, shall be conclusively presumed to be a loss by The Company for which each and all of the undersigned shall be responsible, notwithstanding said money or any part thereof so loaned or advanced by The Company to The Contractor for the purpose of any such Contract should not be so used by The Contractor. The undersigned Indemnitors hereby waive all notice of such advance or loan, or of any default or any other act or acts giving rise to any claim under any Such Bond, and waive notice of any and all liability of The Company under any Such Bond or any and all liability on the part of the undersigned to the effect and end that each of the undersigned shall be and continue liable to The Company hereunder notwithstanding any notice of any kind to which the undersigned might have been or be entitled and notwithstanding any defenses which the undersigned might have been or be entitled to make.

EIGHTH: This agreement shall in all its terms and provisions, be for the benefit of and protect any person or company joining with The Company in executing any Such Bond, or executing at the request of The Company any Such Bond, as well as any company or companies assuming co-suretyship or reinsurance thereupon. The Company shall have the right to decline to execute any Such Bond, and if it shall execute any proposal bond, it shall have the right to decline to execute any other bond applied for.

NINTH: Each of the undersigned does hereby waive all right to claim any property, including homestead, as exempt from levy, execution, sale or other legal process under the law of any state, province or other government, as against the rights of The Company to proceed against the same for indemnity hereunder. Each of the undersigned authorizes and empowers any attorney in any state of the United States, at the request of The Company, to appear for and confess judgment against such undersigned for any sum or sums due under this agreement, without stay of execution, waiving inquisition and condemnation of any real estate; this authority to continue until The Company's [illegible]lity under any Such Bond or Bonds shal[illegible]e wholly terminated.

TENTH: The Company shall have every right and remedy which a personal surety without compensation would have, including the right to secure its discharge from the suretyship, and nothing herein contained shall be considered or construed to waive, abridge or diminish any right or remedy which The Company might have if this instrument were not executed. The undersigned will, on request of The Company, procure the discharge of The Company from any Such Bond, and all liability by reason thereof. Separate suits may be brought hereunder as causes of action may accrue, and the pendency or termination of any such suit shall not bar any subsequent action.

ELEVENTH: Until The Company shall have been furnished with competent legal evidence of its discharge without loss from any and all Such Bonds, The Company shall have the right at all times to free access to the books, records and accounts of each of the undersigned for the purpose of examining the same. Each of the undersigned hereby authorizes and requests any and all depositories in which funds of any of the undersigned may be deposited to furnish to The Company the amount of such deposits as of any date requested, and any person, firm or corporation doing business with the undersigned is hereby authorized to furnish any information requested by The Company concerning any transaction. The Company may furnish copies of any and all statements, agreements and financial statements and any information which it now has or may hereafter obtain concerning each of the undersigned, to other persons or companies for the purpose of procuring co-suretyship or reinsurance or of advising interested persons or companies.

TWELFTH: In the event The Company is required or deems it necessary to reserve from its assets an amount to cover any claim or claims, contingent or otherwise, under any Such Bond by reason of default of the undersigned Contractor, or by reason of claims filed or any dispute with the obligee under Such Bond, or for any other reason whatsoever, the undersigned covenant and agree to deposit with The Company, in current funds and immediately upon demand, an amount sufficient to cover such reserve and such additional amounts as may be necessary to cover any increases therein, to be held by The Company as additional collateral security. All collateral security held by or assigned to The Company may be used by The Company at any time in payment of any claim, loss or expense which the undersigned have agreed to pay hereby, whether or not such claim, loss or expense arises out of or in connection with Such Bond or Contract under which such collateral is held. The Company may sell or realize upon any or all such collateral security, at public or private sale, with or without notice to the undersigned or any of them, and shall be accountable to the undersigned only for such surplus or remainder of such collateral security or the proceeds thereof as may be in The Company's possession after it has been fully indemnified as in this agreement provided. The Company shall not be liable for decrease in value or loss or destruction of or damage to such security, however caused.

THIRTEENTH: Upon any demand being made, notice given, or action or proceeding commenced against the Contractor upon any claim for which The Company may be held liable in whole or in part, the undersigned will immediately cause written notice thereof to be given by registered mail to The Company at its Home Office in Seattle, Washington. In the event of suit or legal proceedings against The Company upon or on account of any Such Bond, The Company shall have the right to apply to the court in which such action is brought for an order making any or all of the undersigned parties defendant, and each of the undersigned hereby consents to the granting of such application and agrees to become such a party defendant and, in the event any judgment be rendered against The Company, to allow judgment in like amount to be rendered against the undersigned, in favor of The Company if The Company so requests. The Company shall be entitled to enforce the obligations hereof directly against The Indemnitors, without the necessity of first proceeding against The Contractor.

FOURTEENTH: The Indemnitors warrant that each of them is specifically and beneficially interested in the obtaining of each Such Bond. In case the execution hereof by any of the parties herein mentioned may be defective or invalid for any reason, such defect or invalidity, or failure to execute, or termination hereof by any party, shall not in any manner affect the validity of this obligation or the liability hereunder as to any or all of the other parties executing this obligation, who shall remain fully bound and liable hereunder to the same extent as if such failure, defect, invalidity or termination had not occurred. Invalidity of any provision or portion of this agreement by reason of the laws of any state or for any other reason shall not render the other provisions or portions hereof invalid.

FIFTEENTH: Each of the undersigned expressly recognizes and covenants that this agreement is a continuing obligation applying to and indemnifying The Company as to any and all Such Bonds heretofore or hereafter executed by it. Any of the undersigned may notify The Company at its Home Office in Seattle, Washington, of such undersigned's withdrawal from this agreement; such notice shall be in writing and shall state when, not less than thirty days after receipt of such notice by The Company, such withdrawal shall be effective. Such undersigned will not be liable under this agreement as to any bonds executed by The Company after the effective date of such notice; provided, that as to any and all Such Bonds executed or authorized by The Company prior to effective date of such notice, and as to any and all renewals, continuations and extensions thereof or substitutions therefor (and, if a proposal or bid bond has been executed or authorized prior to such effective date, as to any contract bond executed pursuant thereto) regardless of when the same are executed, such undersigned shall be and remain fully liable hereunder, as if said notice had not been served.

EXECUTED this 10th day of August, 1955.

Sigurd Andersson

Beth Andersson

ELEVENTH: Until The Company shall have been furnished with competent legal evidence of its discharge without loss from any and all Such Bonds, The Company shall have the right at all times to free access to the books, records and accounts of each of the undersigned for the purpose of examining the same. Each of the undersigned hereby authorizes and requests any and all depositories in which funds of any of the undersigned may be deposited to furnish to The Company the amount of such deposits as of any date requested, and any person, firm or corporation doing business with the undersigned is hereby authorized to furnish any information requested by The Company concerning any transaction. The Company may furnish copies of any and all statements, agreements and financial statements and any information which it now has or may hereafter obtain concerning each of the undersigned, to other persons or companies for the purpose of procuring co-suretyship or reinsurance or of advising interested persons or companies.

TWELFTH: In the event The Company is required or deems it necessary to reserve from its assets an amount to cover any claim or claims, contingent or otherwise, under any Such Bond by reason of default of the undersigned Contractor, or by reason of claims filed or any dispute with the obligee under Such Bond, or for any other reason whatsoever, the undersigned covenant and agree to deposit with The Company, in current funds and immediately upon demand, an amount sufficient to cover such reserve and such additional amounts as may be necessary to cover any increases therein, to be held by The Company as additional collateral security. All collateral security held by or assigned to The Company may be used by The Company at any time in payment of any claim, loss or expense which the undersigned have agreed to pay hereby, whether or not such claim, loss or expense arises out of or in connection with Such Bond or Contract under which such collateral is held. The Company may sell or realize upon any or all such collateral security, at public or private sale, with or without notice to the undersigned or any of them, and shall be accountable to the undersigned only for such surplus or remainder of such collateral security or the proceeds thereof as may be in The Company's possession after it has been fully indemnified as in this agreement provided. The Company shall not be liable for decrease in value or loss or destruction of or damage to such security, however caused.

THIRTEENTH: Upon any demand being made, notice given, or action or proceeding commenced against the Contractor upon any claim for which The Company may be held liable in whole or in part, the undersigned will immediately cause written notice thereof to be given by registered mail to The Company at its Home Office in Seattle, Washington. In the event of suit or legal proceedings against The Company upon or on account of any Such Bond, The Company shall have the right to apply to the court in which such action is brought for an order making any or all of the undersigned parties defendant, and each of the undersigned hereby consents to the granting of such application and agrees to become such a party defendant and, in the event any judgment be rendered against The Company, to allow judgment in like amount to be rendered against the undersigned, in favor of The Company if The Company so requests. The Company shall be entitled to enforce the obligations hereof directly against The Indemnitors, without the necessity of first proceeding against The Contractor.

FOURTEENTH: The Indemnitors warrant that each of them is specifically and beneficially interested in the obtaining of each Such Bond. In case the execution hereof by any of the parties herein mentioned may be defective or invalid for any reason, such defect or invalidity, or failure to execute, or termination hereof by any party, shall not in any manner affect the validity of this obligation or the liability hereunder as to any or all of the other parties executing this obligation, who shall remain fully bound and liable hereunder to the same extent as if such failure, defect, invalidity or termination had not occurred. Invalidity of any provision or portion of this agreement by reason of the laws of any state or for any other reason shall not render the other provisions or portions hereof invalid.

FIFTEENTH: Each of the undersigned expressly recognizes and covenants that this agreement is a continuing obligation applying to and indemnifying The Company as to any and all Such Bonds heretofore or hereafter executed by it. Any of the undersigned may notify The Company at its Home Office in Seattle, Washington, of such undersigned's withdrawal from this agreement; such notice shall be in writing and shall state when, not less than thirty days after receipt of such notice by The Company, such withdrawal shall be effective. Such undersigned will not be liable under this agreement as to any bonds executed by The Company after the effective date of such notice; provided, that as to any and all Such Bonds executed or authorized by The Company prior to effective date of such notice, and as to any and all renewals, continuations and extensions thereof or substitutions therefor (and, if a proposal or bid bond has been executed or authorized prior to such effective date, as to any contract bond executed pursuant thereto) regardless of when the same are executed, such undersigned shall be and remain fully liable hereunder, as if said notice had not been served.

EXECUTED this 10th day of August, 1955.

Sigurd Andersson

Beth Andersson

IMPORTANT: Each Signature Affixed to This Agreement Must Be Acknowledged — SEE REVERSE HEREOF.

INDIVIDUAL ACKNOWLEDGMENT: (To Be Used by Persons Who Sign As an Individual.)

STATE OF Oregon } ss.:
COUNTY OF Coos }

On this 10th day of August 19 55, before me personally appeared

Sigurd Andersson & Beth Andersson

to me known and known to me to be the individual(s) described in and who executed the foregoing agreement and acknowledged that they executed the same for the purposes, considerations and uses therein set forth as their free and voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

(SEAL)

Notary Public, residing at Coos Bay, Ore.

(Commission expires 8-3-56)

INDIVIDUAL ACKNOWLEDGMENT: (To Be Used by Persons Who Sign As an Individual.)

STATE OF ______ } ss.:
COUNTY OF ______ }

On this ______ day of ______ 19____, before me personally appeared

______

______

______ to me known and known to me to be the individual(s) described in and who executed the foregoing agreement and acknowledged that ___he___ executed the same for the purposes, considerations and uses therein set forth as ___h___ free and voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

______

(SEAL)

Notary Public, residing at ______

(Commission expires ______)

CORPORATE ACKNOWLEDGMENT

STATE OF ______ } ss.:
COUNTY OF ______ }

On this ______ day of ______, 19____, before me personally appeared

______

______, to me known to be the

______ and ______ of ______

______

the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that ___he___ executed said instrument by order of the Board of Directors of said corporation.

____

____ to me known and known to me to be the individual(s) described in and who executed the foregoing agreement and acknowledged that they executed the same for the purposes, considerations and uses therein set forth as their free and voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

Ray Higgins

(SEAL)

Notary Public, residing at Coos Bay, Ore.

(Commission expires 8-3-56)

INDIVIDUAL ACKNOWLEDGMENT: (To Be Used by Persons Who Sign As an Individual.)

STATE OF ______________ }
COUNTY OF ______________ } ss.:

On this ________ day of ______________ 19____, before me personally appeared

____

____

____ to me known and known to me to be the individual(s) described in and who executed the foregoing agreement and acknowledged that ____he____ executed the same for the purposes, considerations and uses therein set forth as ____h____ free and voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

____

(SEAL)

Notary Public, residing at ______________

(Commission expires ______________)

CORPORATE ACKNOWLEDGMENT

STATE OF ______________ }
COUNTY OF ______________ } ss.:

On this ________ day of ______________, 19____, before me personally appeared

____

____, to me known to be the

______________ and ______________ of ______________

____

the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that ____he____ executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

____

(SEAL)

Notary Public, residing at ______________

(Commission expires ______________)

Attach certified copy of Resolution authorizing execution of this instrument by Corporation.

7-7-61

I am Sigurd Anderson of North Bend, Oregon. I have been engaged in the Contracting business as a sole owner of my own business for several years. General Insurance Company of America has been surety on my bonds on various projects since 1955. Since December 1960 I have obtained bonding from United Pacific Insurance Company on four contracts.

When I commenced bonding with General Insurance Company in 1955, my wife and I signed a General Application and Agreement of Indemnity for Contract Bonds in favor of General Insurance Company. In this agreement I assigned to General Insurance Company all money due or to become due on any contract for which they were surety in the event of any claim against General Insurance Company on any bond. I hereby ratify and affirm this assignment as well as the other provisions of that agreement.

Recently I have encountered difficulties in financing my Construction projects and in paying bills which are due. On June 28 I went to General Insurance Company in Portland and asked for help in paying these bills and meeting my payrolls.

Sigurd Anderson

The contracts and bonds in which General Insurance Company is involved and may have claims are:

1. Bond 42 47 85 Construction of a Bank Building for the First National Bank of Oregon at Coos Bay Oregon.
2. Bond 42 47 92 Construction of the Cattleman Slough Bridge for the State of Oregon at Coos Bay, Oregon.
3. Bond 44 70 44 Construction of the South Rice Hill Bridge for the State of Oregon, near Rice Hill, Oregon.
4. Bond 424527 Construction of the "Q" Street Interchange for the state of Oregon at Eugene, Oregon.

There may be claims with respect to other projects and bonds in which General Insurance Company is involved, but I am not presently aware of them.

I will be unable to finance the performance of my contract with the State of Oregon on the Rice Hill Bridge (Bond 447044) which is not yet started. I therefore ask that General Insurance Company make arrangements to have this job carried on by others.

Sig Anderson

③

At my request General Insurance Company made arrangements to cover my payroll checks for the week ending June 28 on the Oathman Slough job. I have asked that they do the same for the week ending July 5 and for the next two weeks necessary to complete this job.

If they are unwilling to do so, I shall have to close this job down today. I have also asked that they arrange to pay the creditors on all jobs bonded by them. I fully acknowledge that I am presently in default with respect to payment for labor and material on all job bonded by General Insurance Company and am unable to proceed further without their assistance

I have read the foregoing statement consisting of 3 pages including this one and it is true.

Sig Anderson

RECEIVED
JUN 29 1961
FOR FILING
5791

D. Cook

Salem, Oregon
June 28, 1961

Contracts 5791 and 5816

C. H. Maison, Auditor

Attention: John Herr

General Insurance Company of America, who are sureties for Sig Andersson on Contracts 5791 and 5816, have requested by telegram that no further payments be made on these contracts without consent of the surety.

Will you please withhold all further payments until the surety has advised us that they can be released.

Floyd Query
Secretary

FQ:rj

NOTED ON CARD
de

RECEIVED
JAN 25 1961
FOR FILING

106-4226

5791

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

Sig Andersson started work on the Isthmus Slough Bridge on the Coos Bay Secondary Highway in Coos County, Contract #5791 (State Project).

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: Floyd Query ✓

H

FORM 8-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
OCT 1960
FOR FILING
11-4226
5791

October 28, 1960

Mr. Sig Andersson
8th & Teakwood
Coos Bay
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5791, awarded September 29, 1960, for bridge-grading-stone base on the Isthmus Slough Bridge Section of the Coos River Secondary Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Encl.

S-206(6) Coquille Junction-Rhoda Creek
Section of the Powers Hwy. 1960
#5792

Contract 5792 6-7-62

RECEIVED
JUN 18 1962

FOR FILING

Monthly transaction number

Project report number 7

Fo R-2A
(5-31-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-7-62

ate **Oregon**

County **Coos**

Project number **S-206(6)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **October 18**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project	$ **211,699.00**
Revised Federal funds	$ **131,218.00**

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **7** day of **June**, 19**62**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ C. G. Polk
Division Engineer

L R Backlund
By: **L. R. Backlund**
Administrative Manager

June 5, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Modification of Project Agreement, signed by a Highway official for the Coquille Junction-Rhoda Creek Section, Project No. S-206(6).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb

[illegible] 5792

RECEIVED
OCT [illegible] 1960 84
FOR FILING

Month of Transaction No.	For[illegible]-2 (9-[illegible]7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]te **Oregon**
Project Report No. 2-246 (6)	**FEDERAL-AID PROJECT AGREEMENT**	County **Coos**
		Project No. **S-206(6)**

5792 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

St. Rd. Coos Bay-Roseburg Hwy. Jct. S. 1.1 Mi.
(Coquille Jct.-Rhoda Cr. Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	8-29-60	1.1
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 189,251	Federal funds $ 119,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
State Highway Engineer
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **October 18, 1960**

USComm-DC 40257

October 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Coquille Jct.-Rhoda Creek Section, Project No. S-206(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RHC:bb

October 6, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Coquille Junction-Rhoda Creek Section, Project No. S-206(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. W. Nash
Federal Aid Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-206(6)

COQUILLE JUNCTION-RHODA CREEK SECTION
OF THE POWERS HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 6, 1960

Type Code 5231
Roadway (Sta. 2+50 to Sta. 61+00)(Contract No. 5792)

Clearing and Grubbing	All	Required		$ 9,000.00
Drainage Excavation, Unclassified	820	cu.yds.	$ 2.00	1,640.00
Embankment Foundation Excavation, Unclassified	1,700	cu.yds.	0.50	850.00
General Excavation, Unclassified	96,500	cu.yds.	0.44	42,460.00
Short Overhaul	262,000	yd.stas.	0.02	5,240.00
Long Overhaul	1,800	C-yd.stas.	0.50	900.00
Finishing Roadbed and Slopes	1.11	miles	1,500.00	1,665.00
Rounding Cutbanks	5,700	lin.ft.	0.15	855.00
12-inch Concrete Pipe	150	lin.ft.	4.50	675.00
18-inch Asbestos Protected Corrugated Metal Pipe	420	lin.ft.	6.00	2,520.00
24-inch Asbestos Protected Corrugated Metal Pipe	250	lin.ft.	8.00	2,000.00
30-inch Asbestos Protected Corrugated Metal Pipe	66	lin.ft.	11.00	726.00
6-inch Perforated Metal Drain Pipe	820	lin.ft.	2.50	2,050.00
8-inch Perforated Metal Drain Pipe	750	lin.ft.	3.00	2,250.00
8-inch Metal Drain Pipe	300	lin.ft.	3.00	900.00
Special Backfill in Drains	120	cu.yds.	6.00	720.00
Salvaging Culvert Pipe	90	lin.ft.	6.00	540.00
Class "A" Concrete	100	cu.yds.	85.00	8,500.00
Metal Reinforcement	15,000	lbs.	0.15	2,250.00
Metal Guard Rail	2,200	lin.ft.	2.50	5,500.00
Guide Posts, Type B-2	58	only	7.50	435.00
Course Crushed Material in Base	21,600	tons	2.50	54,000.00
3/4" - 0 Material in Base	2,500	tons	2.65	6,625.00
Sprinkling	550	M-gals.	3.00	1,650.00
Preparation of Base	1.11	miles	500.00	555.00
3/4" - 0 Material in Binder Course	120	cu.yds.	6.00	720.00
Furnishing and Placing Aggregates	810	cu.yds.	6.10	4,941.00
RC-3 Asphalt	20	tons	60.00	1,200.00
200-300 Asphalt	60	tons	55.00	3,300.00
RS-1 Asphalt	18	tons	60.00	1,080.00
Extra for Oiling Approaches	15	only	50.00	750.00
				$166,497.00

Flagging (57½% of Contractor's Cost)	All Required	$ 2,500.00
Signing (Temporary)	All Required	350.00
Work by Pacific Power & Light Co.	All Required	200.00
Horizontal Drains	All Required	2,500.00
	Subtotal	$172,047.00
	10% Engr. & Cont.	17,204.00
	Total	$189,251.00

Length of Roadway - - - - - - - - - - - - 1.108 Miles
Cost of Roadway Per Mile - - - - - - - $170,804.15

Federal Funds - $119,000.00
State Funds - 70,251.00

$189,251.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920
Chap. 529, Laws 1939

State Funds For Maint.: Chap. 529, Laws 1939

RECEIVED
DEC 20 1961
FOR FILING

5792

December 19, 1961

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5792 for grading-oiling the Coquille Jct.-Rhoda Creek Section of the Powers Secondary Highway in Coos County was completed by the contractor, Access Const. Oreg. Ltd., on October 1, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $5,314.75 will be released to the contractor after acceptance by the Commission. The total contract amount is $186,856.79, of which amount $4,352.75 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Access Const. Oreg. Ltd.,
P. O. Box 483
Roseburg
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 28, 1961

Section Coquille Jct. - Rhoda Creek

Kind of work Grading and Oiling

Highway Powers County Coos

Section prefix 106 - 1088 - 900

Contractor Access Construction, Oregon Ltd.

Contract number 5792

Date of contract Sept 29, 1960

Specified work days 100

Date work started October 3, 1960

Work days used 100

Project authorization $206,583.04

Exclusive of engineering $187,783.04

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $191,551.58

Estimated per cent overrun or ~~underrun~~ 2.0 %

Per cent of contract completed, based on estimated cost 100 % %

Engineering authorization $18,800

Engineering cost to date $21,836.52, 116.2 % %

Date project was completed October 1, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100 %	100 %	100 %	Box Culv. 100 %	100 %	100 %	100 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

One man worked on Semi - Final, one day this week

Seeding and Mulching was done on Tuesday, Wednesday and Thursday of this week.

Center line Stripe has not yet been done.

Semi-final Estimate was submitted to the Division Office on Friday

NOTED

1961

Signed

Address P.O. Box 326, Myrtle Point, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.11	1.11		1.11	
Miles partially completed	1.11	1.11		1.11	
Miles completed	1.11	1.11		1.11	
Total estimated quantities (contract)	96,500 C.Y.	24,100 C.Y.		98 Tons Oil 930 C.Y.Agg.	
Total quantities corrected to date	88,170 C.Y.	28,570 C.Y.		94 Tons Oil 944 C.Y.Agg.	
Estimated quantities moved or placed to date	88,170 C.Y.	28,570 C.Y.		94 Tons Oil 944 C.Y.Agg.	
Average daily quantities	0	0		0	
Average daily quantities necessary to complete project on time	0	0		0	
Number shifts per day	0	0		0	
Hours per shift	0	0		0	
Average force on project for week	0	0		0	

Men

Supervision

Men and trucks under 3 tons

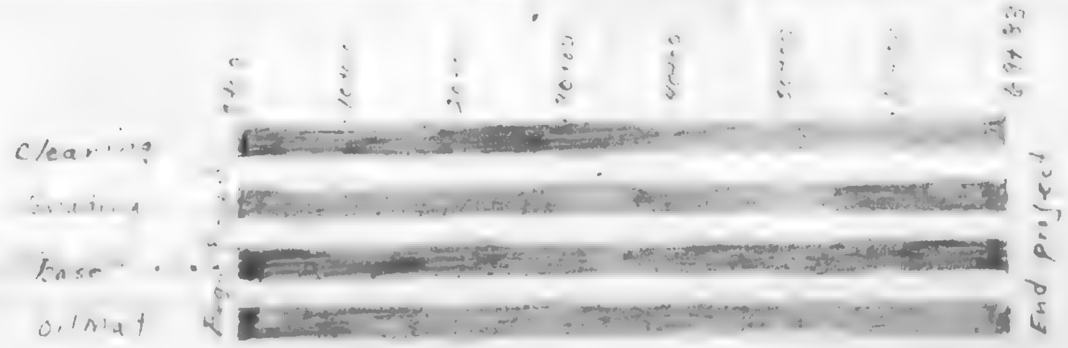
Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy	Cloudy	
Monday	Showers	Cloudy	
Tuesday	Cloudy	Cloudy	
Wednesday	Cloudy	Cloudy	
Thursday	Cloudy	Showers	
Friday	Rain	Rain	
Saturday			



RECEIVED
OCT 4 1961
FOR FILING

5792

October 3, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 1, 1961, on Contract No. 5792, Coquille Junction-Rhoda Creek Section, in Coos County, in connection with Federal Aid Project No. S-206(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

cc: H. S. Cox

RECEIVED
SEP 21 1961
FOR FILING

5792

Salem, Oregon
September 20, 1961

Increase in Project Authorization
Coquille Jct.-Rhoda Creek Sec.
Coos County, Contract No. 5792

Mr. James E. Chaney
Resident Highway Engineer
P.O. Box 326
Myrtle Point, Oregon

This is to advise you that at its meeting on September 15, 1961, the Oregon State Highway Commission approved an increase of $12,917.66 in project authorization for the subject project.

The new authorization for construction is $206,583.04. This amount should be used on all future reports for the project.

R. L. Porter
Office Engineer

RLP:bm

cc: F. D. Morgan

RECEIVED
AUG 4 1961

FOR FILING

5792

August 4, 1961

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization for the grading and oiling project on the Coquille Junction-Rhoda Creek Section of the Powers Highway in Coos County (Contract No. 5792) is anticipated. The original project authorization was $193,665.38. The present estimated cost is $206,583.04, indicating an overrun of $12,917.66 or 6.67 per cent. The contractor on this project is Access Construction, Ore. Ltd.

The principal cause of the overrun was the necessity to make extensive drainage corrections due to encountering large amounts of ground water during the grading operations. It was also necessary to increase the volume of base rock to secure the necessary depth, the rock being somewhat heavier than originally anticipated.

This request for an additional project authorization will be presented for your consideration at the September 15 meeting, and I recommend your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

CHB:db FC:fn me

cc Tom Edwards
R. L. Porter
C. H. Maison

FORM E-30 50M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1961

SUBJECT: Overrun of Project Authorization
Coquille Jct.-Rhoda Creek Sec.
Powers Highway
Contract No. 5792

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Attached is a report on Expected Overrun of Project Authorization on the Coquille Jct.-Rhoda Creek Section of the Powers Highway in Coos County. Contractor on this project is Access Construction, Ore. Ltd. The original project authorization was $193,665.38. The present estimated cost is $206,583.04, indicating an overrun of $12,917.66 or 6.67%.

The primary reason for the overrun is the need for additional perforated drain pipe due to water encountered during the construction. This in turn required additional drainage excavation and special backfill.

Also, an overrun in base material was caused by the fact that the specific gravity of the material encountered was higher than the figure used in computing the bid quantities. An overrun in engineering was caused by the necessity for restaking after the winter shutdown, a grade change of 21 stations and the additional drainage required.

This is Federal Aid Secondary project and prior approval of the overrun by the Bureau of Public Roads is not required. A rough draft of a letter to the Highway Commission is attached.

Your approval of this overrun is requested.

Tom Edwards
Construction Engineer

by

L. H. Young

L. H. Young
Ass't Construction Engineer

CHB:db
Attach.

NOTED
FORREST COOPER

RECEIVED
AUG 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 19 1961
FOR FILING

Form No. [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Coquille Junction - Rhoda Creek Date July 21, 1961

Highway Powers Secondary Contract No. 5792

County Coos Kind of Work Grading & Oiling Contractor Access Construction, Ore. Ltd.

Contract Amount $166,497.00

5792

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity		Unit Price	Amount
2. Drainage Excavation, Unclass.	980	C.Y.	2.00	+1,960.00
4. General Excavation, Unclass.	6,500	C.Y.	0.44	-2,860.00
5. Short Overhaul	52,900	Yd.Sta.	0.02	-1,060.00
10. 18-inch Asbestos Protected C.M.P.	314	Lin.Ft.	6.00	+1,884.00
13. 6-inch Perf. Metal Drain Pipe	1,080	" "	2.50	+2,700.00
16. Special Backfill in Drains	380	C.Y.	6.00	+2,280.00
22. Coarse Crushed Material in Base	1,400	Tons	2.50	+3,500.00

Minor items, unitemized algebraic total +3,057.00

Subtotal $~~177,958.00~~ 11,461.00

Approved work orders (Price, extra work and state force orders) $10,696.14

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
E.W.O. #4, Select Rock Backfill	+ 303.40
E.W.O. #5, Slide Correction	-1,200.00

Minor items, unitemized algebraic total + 25.50

Subtotal $~~187,783.04~~ - 871.10

Authorization for engineering $13,771.76

Expected over-run or under-run of engineering authorization $5,028.24

Costs not included above (explain) $

Allowance for future contingencies (——% of work remaining) $

Credits to come from transfers and deductions $

Present estimate of project cost $206,583.04

Brief Statement of principal causes of over-run: Extreme wet conditions encountered in cut sections throughout project required the installation of additional drain pipe which caused the major over-run on this project. Revised computations based on the actual specific gravity of rock to be used on this project shows an over-run of approximately 2.1 percent of the total project authorization. Loss of many survey stakes through the winter months and the necessity to replace same caused an over-run in engineering authorization.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $193,665.38

Present estimate of project cost $206,583.04

Expected over-run (Amount) $12,917.66

Expected over-run (per cent) 6.67 %

Space to right of this line is for use of Salem office.

Submitted by: James E. Chaney Resident Engineer

Confirmed by: L. R. Chandler Division Engineer

Noted by: Construction or Bridge Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
JUN 19 1961
FOR FILING

5792.

June 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. [illegible], covering seeding and mulching on the Coquille Junction-[illegible] Creek Section of the [illegible] Highway in Coos County, Contract No. 5792, in connection with Federal Aid Project No. [illegible].

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-4.1 is requested.

The total estimated amount of the order is $920.40, with Federal participation of $546.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Encs.

RECEIVED
1961
FOR FILING

5792

J. H. VAN WINKLE, CHAIRMAN, OREGON CITY
MAX WILSON, JOSEPH
JOHN P. AMACHER, WINCHESTER
ROLLIN E. BOWLES, PORTLAND
JOSEPH W. SMITH, KLAMATH FALLS

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8

January 3, 1961

State Highway Engineer
State Highway Department
Salem, Oregon

Attention Mr. G. S. Paxson

Dear Sir:

We have examined the plans for the culvert designed to carry Warner Creek under the Powers Secondary Highway in Coos County. Our fishery biologist has made an investigation of the stream, and it is found to be used by both steelhead trout and silver salmon.

The designed culvert, at one per cent gradient, is adequate for the passage of the above species of anadromous fish, and no trouble should be encountered as long as the bottom of the culvert will be at stream bed level.

Thank you for the opportunity of reviewing the plans of this reconstruction project.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK:sm

cc: Dean Marriage

[illegible] to Morgan 1/5/60.

RECEIVED
JAN 5 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
JAN 5 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1960

FOR FILING
Adm
Coos St.
[illegible]

July 27, 1960

Oregon State Fish Commission
307 Portland State Office Building
Portland, Oregon

Oregon State Game Commission
1634 S. W. Alder Street
Portland 8, Oregon

Gentlemen:

The State is reconstructing a section of the Powers Secondary Highway in Coos County between its junction with the Coos Bay-Roseburg Highway and Rhoda Creek. In this section, we are constructing a 9' x 9' concrete culvert to carry Warner Creek under the highway. The location and a cross-section are shown on the attached Sheet No. 4 of the plans for the Coquille Junction-Rhoda Creek Section. You will note that we made the flow line of the existing stream at each end of the culvert, and that the grade through the culvert is 1 per cent.

It would be appreciated if you would examine these plans and advise us as to approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
NOV -7 1960
FOR FILING
[illegible]
5792

FORM 2-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 7, 1960

Access Construction, Oreg. Ltd.,
P. O. Box 483
Roseburg
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5792, awarded September 29, 1960, for grading-oiling the Coquille Jct.-Rheda Creek Section of the Powers Secondary Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

2.0.6

5792

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 31, 1960

Mr. Lee Bown, Deputy Supt.
Department of State Police
107 Public Service Building
Salem, Oregon

Dear Sir:

Effective at 8:00 A.M., Monday, October 31, 1960, permission was granted for the establishment of a 35 MPH construction speed zone on the Coquille Junction-Rhoda Creek Section of the Powers Secondary Highway between M.P. 0.0 and M.P. 1.3.

Also, effective Thursday, October 27, approval was granted for the establishment of a 25 MPH construction speed zone on the Coos Bay-Roseburg Highway between M.P. 22.8 and M.P. 26.2 for the Powers Jct.-Sugarloaf Mountain grading project.

Very truly yours,

NOTED
G. S. PAXSON

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

pk
bc: G. S. Paxson

RECEIVED
NOV 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 12 1960
FOR FILING

S-206(6)

5792

October 11, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 3, 1960, on Contract No. 5792, Coquille Junction-Rhoda Creek Section, in Coos County, in connection with Federal Aid Project No. S-206(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
OCT [illegible] 1960
FOR FILING

S-[illegible](6)

5792

October 17, 1960

Mr. C. W. Volk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 233 covering the installation of horizontal drains on the Coquille Junction-[illegible] Creek Section of the [illegible] Highway in Coos County, Contract No. 5792, in connection with Federal Aid Project No. S-[illegible](6).

This work is necessary to drain saturated areas. The contractor is not equipped to do this work. The State has the necessary special equipment and crews to do the work more economically than by separate contract. Contractors to do this type of work are not readily available. The work will also need to be coordinated with the contractor's progress which would add materially to contracting costs.

The total estimated amount of the order is $2,500.00 with Federal participation of $1,[illegible].00.

Your approval of this order on actual cost basis under the provisions of PPM 21-4.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
OCT 20 1960
FOR FILING
[illegible]
5792

October 19, 1960

Mr. George Luoma, Attorney
P. O. Box 937
Roseburg, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of October 14 regarding our Contract No. 5792 with Access Construction, Oreg. Ltd.

We have consulted with our Legal Division and they have informed us that it will be satisfactory to change pages 6 and 8 in the contract and bond to read - "Access, Inc." instead of "Rex Roberts".

It will also be satisfactory for you to list the general partners J. R. Zumwalt and A. G. Zumwalt as such, and the limited partner as Access, Inc.

Incidentally, we have checked with the Corporation Commissioner's office and as yet they have not received a modification filing from Access Construction, Oreg. Ltd., showing Access, Inc. as a limited partner.

Thank you for your legal briefs which were attached to your letter of October 13. These have been forwarded to our Legal Division.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

cc:
Access Construction, Oreg. Ltd.
P. O. Box 483
Roseburg, Oregon

Mr. Frank McKinney - Legal

CWH:fp

GL **Memo** From the Desk of George Luoma - Law Offices

October 14, 1960

Mr. Head:

After dictating attached × letter I examined the contract and bond form furnished by you. On page 8 the principal is named as follows:

> J. R. Zumwalt, A. G. Zumwalt and
> Rex Roberts, copartners, doing business
> under the firm name and style of Access
> Construction, Oreg. Ltd., at Roseburg
> (P. O. Box 483) Oregon

✓ Since the prequalification statement identified Access, Inc. rather than Rex Roberts as the limited partner, and the corporate records will now so show, should I replace "Rex Roberts" on page 8 with "Access, Inc.".

✓ Also, I believe it is customary to identify the general partners as such after they are named and the limited partner as such after he or it is named. Shall I so word it.

The bonding company is ready to issue the bond but didn't want to make any changes to said page 8 until after I first checked with you.

George Luoma

× letter mailed you yesterday

P.O Box XXXX 937
LAW OFFICES
GEORGE LUOMA
UMPQUA SAVINGS & LOAN BUILDING
ROSEBURG, OREGON
TELEPHONE ORCHARD 3-6641

October 13, 1960

10-14-60
Sent McKinney a copy of letter and attachments. Frank says everthing appears to be ok as they are filing with Corp. Comm.
C.H.

Mr. C. W. Head, Assistant Secretary
Oregon State Highway Department
Salem, Oregon

Re: Access Construction, Oreg. Ltd. and
Commission Contract #5792

Dear Mr. Head:

Your letter on the above has been submitted to me for reply, and I believe that the matters which require attention can be handled without any difficulty. On this I submit and advise:

1. The limited partnership was organized as reflected by the Corporation Commissioner's records, the same as your October 5 letter reports.

Access, Inc. was fully incorporated January 11, 1960 and from and after that date the limited partner is that new corporation rather than Rex Roberts, however, the investment of the limited partner remains the same (except possibly it may have been increased somewhat at a later date), and this, of course, from the legal and business standpoint , your dealings with this limited partnership remain the same. This is so because under limited partnership law your dealings are with the general partners only and they remain the same.

✓ The supplemental Certificate, too, discloses the limited partner change is now being filed with the Corporation Commissioner's office, but you continue to do business with the limited partnership the same as was first commenced.

2. Since the first pre-qualification statement listed the corporation as the limited partner, the same continues to apply.

3. You next bring up the very interesting legal question about: Can a corporation be a member of a partnership.

Some time ago I prepared extensive legal brief on this subject and extra copy of the same is enclosed. I also then checked the question with Clarke Brown of the Corporation Commissioner's office. He previously had also briefed the matter. We both agree that a corporation can be a member of a partnership under present Oregon law. Also, Access, Inc. Articles authorize the same. Further, as indicated by attached brief, this is in agreement with the Attorney General's opinion.

4. Further matters requiring attention as set out in your October 5 letter are being handled expeditiously and will be furnished to you.

Very truly yours,

George Luoma

GL/ls

Enclosure

cc: Mr. Rex Roberts

RECEIVED
OCT 14 1960
OREGON
STATE HIGHWAY COMMISSION

QUESTION:

In Oregon can a corporation be a member of a partnership with a natural person as the other partner?

The Oregon Supreme Court has commented on this question in only six decisions. These cases are:

1. Hackett v. Multnomah Ry. Co. (1885) 12 Or. 124.
2. Calvert v. Idaho Stage Co. (1894) 25 Or. 412.
3. Salem - Fairchild Tel. Ass'n v. McMahon (1915) 78 Or 477.
4. Page - Dressler Co. v. Meader (1926) 118 Or 359.
5. Fahnrich Grocery Co. v. Paulsen (1930) 134 Or. 247.
6. Ostlind v. Ostlind Valve, Inc. (1946) 178 Or. 161.

The first five of these Oregon Supreme Court cases were decided before the legislature passed any statute to help answer the question.

The Oregon legislature first passed pertinent partnership law, applicable to this question, in 1939. Case No. 6. above arose and was decided after that legislation. Even this last case does not give complete answer.

A brief summary of the Oregon Supreme Court decisions is as follows:

A. Before any state legislation on the matter:

Case No. 1: Page 129. "The objection to a partnership between a corporation and a natural person rests wholly upon the fact that, while in an ordinary partnership the act of one partner binds the other, yet, under the laws authorizing the formation of corporations, the latter can only be bound by the acts of its officers, and can only use its funds for the objects prescribed in the articles." (This decision seems to say the corporation articles must expressly authorize the corporation to form a partnership with a natural person or else such partnership cannot occur. The decision does not expressly prohibit such partnership in situation where corporation articles expressly permit the same.)

Case No. 2: Page 415. "As a general rule this (meaning that a corporation cannot legally enter into a partnership) is true, but it may become a co-owner with an individual in a business or enterprise within the scope of its corporate powers . . . ."

Here the Supreme Court again seems to say the articles must expressly permit the corporation to enter into a co-ownership relationship and by referring to the co-ownership, as distinguished from the partnership, the court seems to say even with express authority in the articles the corporation might not be able to legally enter into a partnership. However this confusion is somewhat cleared up when the court goes on to say the evidence in that case tended to show existence of a partnership ". . . . but because of a want of capacity in a corporation to form such a relation it perhaps would only amount to a co-ownership or joint proprietorship between the corporation and the plaintiff." This is a good example of what American Law Reports, 2nd Series, Volume 60, Page 919, meant when it said:

> "Surprisingly enough, in view of the close similarities between partnerships and joint adventures, the courts have usually found that although the partnership relationship is beyond the scope of corporate powers, there is nothing objectionable about a corporation becoming a joint adventurer, and by semantic juggling it may be possible to justify either sustaining or striking down particular corporate transactions by applying whichever label is convenient.
>
> The possible harsh effects of the rule against a corporation becoming a partner have also been alleviated by the freedom with which the principle of estoppel has been applied to determine the rights of the parties as if an effective partnership had been created, and although there are cases which have applied the rule strictly, the courts have frequently held that the 'partnership' rights and obligations would be enforced, at least as to executed transactions, both between the 'partners' inter se, and between the purported partnership and third persons."

Case No. 3: Page 481. "We have no statute in this state permitting a corporation to enter into a partnership with a person, firm or other corporation, and, in the absence of an enactment on that subject any agreement on the part of a corporation to enter into that relation must necessarily prove unavailing . . . . A corporation, however, may under a joint venture with others transact any business that is within the scope of its legitimate powers, and thereby become liable on account of the fiduciary relation thus assumed . . . ."

Here the court for the first time seems to say that the corporation can legally enter into a partnership if there is a statute permitting the same. Again it gets around to the "joint venture" juggling that American Law Reports speaks about, and in so doing the court again requires express authority in the articles or otherwise by saying that it must be "within the scope of its legitimate powers".

Case No. 4: Page 367. "In this state, as in other jurisdictions, the rule is that corporations cannot lawfully enter into partnerships with each other or with individuals . . . . (here the court cites cases 1., 2., and 3. above) . . . . The reason for the existence of the rule is, that corporations can act only through their duly authorized officers and agents, and are not bound by the acts of anyone else; while in a partnership, each member binds the firm, when acting within the scope of the partnership."

Here the court seems to negate the possibility of a corporation entering into a partnership - even if it has express authority in the articles and the legislature has passed a law to permit the same - - on the theory that the corporation can act only through its officers and agents and cannot be bound by the acts of anyone else whereas in a partnership each member binds the other. This stringent possibility was again avoided by the court by using the estoppel theory mentioned in American Law Reports above quoted.

Case No. 5: Page 250. "A corporation cannot lawfully enter into partnership with individuals." Cited Case No. 4.

B. Legislation is passed:

Oregon adopted the Uniform Partnership Law in 1939 and pertinent parts thereof are now set out as follows:

ORS 68.020 says "in this chapter . . . . person includes individuals, partnerships, corporations, and other associations . . . ."

ORS 68.110 says "A partnership is an association of two or more persons to carry on as co-owners a business for profit."

Limited partnerships are provided for in Chapter 69 but nothing therein indicates definition of "person" to include a corporation. ORS 69.010 provides "A limited partnership may be formed in this state by two or more persons . . . . it may consist of one or more persons who are general partners . . . . and of one or more persons who are limited partners . . . ."

C. After state legislation on the matter:

Case No. 6: Page 190. "While it is ultra vires for a corporation to be a member of a partnership (here court cites cases 1., 2., 3. and 4. above) it may, without exceeding its authority, become a co-owner with an individual in a business or enterprise within the scope of the corporate powers (citing cases 1. and 2. again) and we can conceive of no reason why the corporation cannot cooperate with its co-owners in an endeavor to sell the property so owned in common, and, if deemed expedient, spend corporate funds for the purpose of bringing about such a sale."

No place in the page 161 to 192 inclusive of this decision did the court in any way refer to the 1939 Uniform Partnership Law which the Oregon legislature had passed about six years before this court decision was rendered and under which Act, from reading the same, it appears that a corporation can legally become a member of a partnership. Instead the court refers to all of the old decisions which had been rendered before the Uniform Partnership Act had been adopted. One wonders if the Oregon Supreme Court feels that the Oregon law has been changed in any way. There are no other pertinent Oregon decisions.

The Uniform Partnership Law was discussed in Volume 19 of the Oregon Law Review commencing on page 190, a 1940 article written by two third year U. of O. law school students. No other pertinent Law Review article appears on the subject. The article says "In determining the scope and operation of the Act's definition, it will be helpful to note the interpretation placed upon it by the commissioners of the Uniform Act. In the opinion of the commissioners, a partnership may consist of not only an association of natural persons, but also of partnerships, corporations . . . . "

The Law Review article further states "With regard to the proposition that a corporation may become a partner, it is admitted by the commissioners that such action may be ultra vires, but they argue that the question of ultra vires concerns only the capacity of the corporation to act, which is a matter of corporation law and not a question of partnership law. So interpreted, it is submitted that the act does not change the law in Oregon, although the Oregon court has declared that a corporation cannot lawfully enter into partnership relations with another corporation or with individuals. (Here the article cited cases 1. through 5. above mentioned.) In none of these cases, however, was the corporation expressly authorized by its corporate charter to engage in business as a partner. It may be doubted whether the Oregon court would hold that a corporation has no capacity to become a partner in a case where the corporate charter expressly authorized such action. Thus, the Oregon court in Hackett v. Multnomah Ry. Co., supra, stated in dictum: 'There is no general principle of law which prevents a corporation from being a partner with another corporation or with ordinary individuals, except that a corporation cannot lawfully employ its funds for purposes not authorized by its constitution,' quoting from Lindley, Partnership (9th ed. 1924) 105."

The Law Review article seems to conclude that: With the passage of the Uniform Partnership Act in 1939 corporations can legally enter into a partnership with a natural person if it is expressly authorized to do so by its articles.

It should be noted the Law Review article was written before the 1946 decision of Case No. 6.

1948-50 Opinions of Attorney General, Page 93, appears to supply the only other Oregon "authority" on the subject. The opinion refers to each of the cases above referred to, the Law Review article, the quoted parts of the Uniform Partnership Act and Volume 13, American Jurisprudence, Section 823 at Page 830. The opinion was written, unlike the Law Review article, after Case No. 6. decision, which decision occurred after adoption of the Uniform Partnership Act. Referring to Case No. 6 the Attorney General's opinion states " . . . . the latest decision of the Supreme Court states it is only ultra vires for a corporation to be a member of a partnership . . . . An ultra vires act is one beyond the express or implied powers of the corporation as given by statute and under articles of incorporation. Words and Phrases, Permanent Edition, Page 21."

The opinion concludes much as the Law Review article that the corporation may become a partner because the Uniform Partnership Act permits the same but even then the articles must expressly authorize the corporation to become such partner.

RECEIVED
OCT 30 1960
FOR FILING

[illegible]
5792

October 5, 1960

Access Construction, Oreg. Ltd.,
P. O. Box 483
Roseburg
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission, as follows:

> Contract #5792, awarded September 29, 1960, for grading-oiling the Coquille Jct.-Rhoda Creek Section of the Powers Secondary Highway in Coos County.

We checked with the Corporation Commissioner and according to their records, Access Construction, Oreg. Ltd., is composed of the following partners: J. R. Zumwalt, A. O. Zumwalt and Rex Roberts. Access, Inc., is listed as a separate corporation. We are therefore forwarding your contract and bond to be signed by Access Construction, Oreg. Ltd., with the partners above listed.

We notice that your prequalification statement of August 10, 1960, likewise lists Access, Inc., as a partner, which of course, doesn't conform to the records of the Corporation Commission. We believe that you can correct this matter by sending us a new prequalification statement so that it will conform to the Corporation Commission records. Attached are the necessary forms. There might be a legal question involved as to whether a corporation can legally enter into, or be a member of a partnership.

Please execute two of these copies as to contract and bond, and return both copies to this office for execution by the Highway Commission. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT SO IT WILL NOT BE NECESSARY TO RETURN THE FORMS TO YOU FOR CORRECTION.

The third copy of the contract, on the cover of which is stamped "ADVANCE COPY to be Retained by Contractor," is furnished for your information pending receipt of a copy containing the signatures of the State Highway Commission.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by: C. W. Mead, Assistant Secretary

dc
Encl.
cc: W. C. Williams
Frank McKinney
D. B. Parkes

F-124(21) Buena Vista Wayside-Cape 1960
Sebastian Sec., Oregon Coast [redacted]
#5793 Hwy.

RECEIVED
APR 28 1964
FOR FILING

April 27, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4-Supplemental, Account No. 293, covering horizontal drains on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County, Contract No. 5793, in connection with Federal-Aid Project No. F-124(21).

This supplemental order is to cover additional work necessary to drain underground water from a fill in the vicinity of Station 278, which is showing seepage and cracks. The contractor is not equipped to do this type work. The State has the necessary special equipment and crews to do the work more economically than by separate contract.

The estimated amount of this supplemental order is $6,500.00, with Federal participation of $3,900.00. The original order was approved by the BPR July 5, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

Encl.

DBP:ia

RECEIVED
MAY 5 - 1964
FOR FILING

Form A-105—3M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4
Supplement #2

Project Name Buena Vista Wayside-Cape Sebastian Date April 7, 1964

Highway Oregon Coast Contract No. 5793 F. A. Project No. F-124(21)

County Curry Prefix 8-1041 Account No. 233

Description of Work To Be Done:

Install horizontal drains where needed. Primarily in the vicinity of station 276.

Location by station Numbers:

Station 275 - 280

Estimate of Quantities and Costs:

This order for 2,000 lin. ft. at 3.25 per foot	6,500.00
Previous orders 5,500 lin. ft. at 3.25 per foot	17,875.00

Explanation:

Work is required to drain underground water from fill which shows seepage and cracks. State crews are available to perform this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,651,847.63
Present estimate of project cost, including $6,500.00 for work under this order	$1,663,589.24
Expected under-run over-run (amount)	$16,741.61
Expected under-run over-run (per cent)	1.01

Space to right of this line is for use of Salem Office

Submitted by: /s/ Rolland J. Van Cleave ~~Resident Engineer~~
Division Geologist

Approval Recommended: /s/ G. L. Dec[illegible] Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner Asst. Division Engineer

Approved: /s/ L. H. Young Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

original To Young 5-5-64

RECEIVED
MAR 23 1964

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

March 19, 1964

Original signed by
T. Dec
Eng. Coordin

T. Dec, Assistant Division Engineer
08-35.5 Salem, Oregon

Oregon Project F-124(21)
Buena Vista Wayside-Cape Sebastian Section
Final Voucher, Net amount claimed - $75,069.00

Processing the subject voucher for payment will be delayed until the project has been accepted. The preparation of the final report accepting the project has been deferred until necessary horizontal drainage work by State Forces has been completed. The contract work has been accepted.

The net amount claimed is based on the project agreement amount. We note that an additional $39,664.00 could be claimed if the project agreement were modified. Please confirm if it was the intent to limit the claim for Federal participation to the amount covered by the Project Agreement.

original to Young
3-23-64

NOTED
LLOYD P. SHAW

Lloyd Shaw

RECEIVED
JAN 13 1964

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 6, 1964

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

File No. 25533 - Rice
Project No. F-124(21)
Buena Vista-Cape Sebastian
Section
Oregon Coast Highway
Curry County

Dear Sir:

Attached in triplicate are copies of our Information for Grant or Indenture of Access sheet changing the location of certain points of access on the Oregon Coast Highway, No. 9 south of Gold Beach.

The changes in location will be from Station 175+00 (Milepost 332.278) to Station 173+92 (Milepost 332.258) and from Station 184+00 (Milepost 332.449) to Station 183+30 (Milepost 332.435).

The right of way for this section of highway was acquired with Federal participation under Right of Way Project No. F-124(8). Construction was accomplished under Project No. F-124(21), Buena Vista Wayside - Cape Sebastian Section, Oregon Coast Highway, Curry County.

This change was made during construction in order to allow for a flatter grade which would provide a better access, and permit the construction of only one entrance to the highway, rather than two as originally planned.

We would appreciate receiving your approval by returning the original, signed copy of the information sheet to this office. Mr. Riedl, your area engineer, approved these changes at the time of construction.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

OFFICE OF

DHM:SM:mk
Attachments

RECEIVED
JAN 13 1964
FOR FILING

FORM 2-122X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5977

January 6, 1964

Project No. F-124(21)
File No. 30385 - Walker
Buena Vista-Cape Sebastian
Section
Oregon Coast Highway
Curry County

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Attached in triplicate are copies of our Information for Grant or Indenture of Access sheet changing the location of certain points of access on the Oregon Coast Highway, No. 9 south of Gold Beach.

The changes in location will be from Station 166+50 (Milepost 332.117) to Station 167+38 (Milepost 332.134).

The right of way for this section of highway was acquired with Federal participation under Right of Way Project No. F-124(8). Construction was accomplished under Project No. F-124(21), Buena Vista Wayside-Cape Sebastian Section, Oregon Coast Highway, Curry County.

This change was made during construction in order to allow for a flatter grade which would provide a better access, and permit the construction of only one entrance to the highway, rather than two as originally planned.

We would appreciate receiving your approval by returning the original, signed copy of the information sheet to this office. Mr. Riedl, your area engineer, approved these changes at the time of construction.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

DHM:SM:sm
Attachment
cc: Lloyd P. Shaw
L. H. Young
L. I. Lindas

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 2 1964
FOR FILING

5793

January 2, 1964

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

A post-final payment for $758.13 will be made to Peter Kiewit Sons' Co., on contract #5793 for grading-oiling the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,524,320.13, including the post-final payment. Of the total, $216,277.37 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
711 East Main
Medford, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
DEC 3 - 1963

FOR FILING

[illegible]
5793

December 2, 1963

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

Contract #5793 awarded to Peter Kiewit Sons' Co., for grading-oiling the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County was completed on August 16, 1963, and accepted by the Highway Commission on December 2, 1963.

Final payment, in the amount of $53,490.65 will be released to the contractor after December 9, 1963. The total contract amount is $1,523,562.00 including $215,519.24 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
711 E. Main
Medford, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
DEC 2 - 1963

FOR FILING

December 2, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 16 on Contract No. 5793. The contract was with Peter Kiewit Sons' Company and was for grading and oiling on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 2, 1963, and that you concur in this procedure at the Commission meeting on December 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

9

RECEIVED
NOV 27 1963
FOR FILING

1-4(c)

5793

Salem, Oregon
November 22, 1963

Acceptance of Contract

Mr. L. P. Shaw
Assistant Highway Engineer
OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 5793 with Peter Kiewit Sons' Co. for grading and oiling on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County, completed August 16, 1963.

L. H. Young
Office Engineer

DBP:jb

cc: Floyd Query
C. H. Maison
F. D. Morgan

RECEIVED
NOV 26 1963
FOR FILING

5793

477 Cottage Street N.E.
Salem, Oregon 97301

November 18, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4DB Salem, Oregon

Deductions for moisture in Crushed Aggregates

The subject of excessive moisture in crushed base aggregates has come up after the completion of the following projects because in each case there was a large overrun in base materials and it was determined that part of the overrun was due to a high moisture content.

F-124(21)	Buena Vista-Cape Sebastian Section - Oregon Coast Highway	" 5793
I-5-1(22)50	Grants Pass-Evans Creek Section - Pacific Highway	# 5714
I-5-1(23)28	Seven Oaks-Jackson Street Section - Pacific Highway	# 5831
I-5-1(33)36	Rock Point - Seven Oaks Section - Pacific Highway	# 5961

Our sister States in the Northwest evidently have had similar experiences because they now have sections in specifications which provide for deductions in pay quantities for excessive water.

Idaho's 1961 Standard Specification Page 69, states that moisture content in aggregates in excess of 4% will not be paid for.

Washington 1963 Standard Specifications, page 99, permits payment for a maximum of 4% water when less than 20% of the aggregate passes a 1/4" sieve and a maximum of 8% water when more than 20% passes the 1/4" sieve.

Montana deducts for that moisture content which exceeds 5%.

In view of the practices in these neighboring states and the considerable overruns on the listed projects, it appears that a similar specification warrants serious consideration for incorporation into Oregon's specifications.

original To Young
11-22-63

NOTED
LLOYD P. SHAW

(more)

We are verbally informed that this subject has been discussed several times within your organization and we would very much appreciate your furnishing us with any conclusions which you may have reached on the subject.

RECEIVED
NOV 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 4 1963

FOR FILING

5793

November 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway, Contract No. 5793, Project No. F-124(21) in Curry County, was completed September 20, 1963.

This work was authorized by Order for State Work No. 5 dated June 12, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
cc: J. W. Nash

RECEIVED
OCT 30 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

F 124 (2)

5793

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 22, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Base Rock Moisture Content
Buena Vista-Cape Sebastian Section
Oregon Coast Highway
Project No. F-124(21)

Dear Sir:

As verbally requested by Mr. Riedl of your office, we have rechecked the moisture content of the base rock used on this project. This recheck was made by Mr. VanCleave, our Division Geologist, and a copy of his report is attached.

The maximum moisture content of 11% to 12% appears to be quite reasonable and this amount would cause a considerable portion of the actual overrun.

Very truly yours,

F. D. Morgan
Construction Engineer

By J F Putnam

J. F. Putnam
Assistant Construction Engineer

CHS:bjm
Attachment

cc: L. P. Shaw
L. H. Young

RECEIVED
OCT 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 16 1963

FOR FILING

5793

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1963

SUBJECT: Overrun of Surfacing Quantities
Buena Vista-Cape Sebastian Section
Oregon Coast Highway
Contract No. 5793

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon

ATTENTION: Mr. L. W. Rulien

As requested by phone, we are sending to you one copy of our last letter to the Bureau of Public Roads on this subject. Mr. Riedl has verbally requested additional information, which he discussed with Mr. Barnhart on July 31, 1963.

Please see if you can provide the additional information as requested.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

ACT'D
LLOYD P. SHAW

CHB:bjm
Attachment

cc: L. P. Shaw

RECEIVED
OCT 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

9

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

EBF-124(16)

5877 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 15, 1963

Mr. [illegible] W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Overrun of Surfacing Quantities
Buena Vista-Cape Sebastian and
Cape Sebastian-Myers Creek Sections
Projects F-124(21) and EBF-124(16)

Dear Sir:

We have now received a supplemental report from our field engineers pertaining to the overrun of crushed rock on the above-named projects. A copy of our Resident Engineer's report is attached. (dated 25Apr63)

Although the per cent of moisture appears to be high, the amount of fine material, as indicated by laboratory tests, would allow the indicated amount of moisture to be present in the sample. Another factor not mentioned in the letter is the fact that the thickness of layers of crushed material in the Buena Vista Wayside-Cape Sebastian Section was slightly above the specified thickness. This fact is shown on the Record Samples for this project.

We believe that this report satisfactorily explains and overrun and request your approval of the contractor's claim as submitted.

Very truly yours,

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

Attach.
CHB:fp
cc Lloyd Shaw
L. H. Young

NOTED
LLOYD P. SHAW

RECEIVED
MAY 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

INFORMATION FOR GRANT OR INDENTURE OF ACCESS

OFFICE USE ONLY
FA R/W Proj. No.
FA Const. Proj. No.

Date September 19, 1963
File No. 25533
Section Buena Vista-Cape Sebastian
Highway Oregon Coast
County Curry

1. Original Grantors: **Dale and Mary C. Rice**

2. Present Owners: **Dale and Mary C, Rice**

3. Address of Present Owners: **Gold Beach, Oregon**

4. Are deed copies attached which will complete chain of title? **No**

5. Access Point to be Canceled:

Station	Side of Highway	Width	Use Restriction	Constructed?
175+00	West	25'	Private	No
184+00	West	25'	Private	No.

6. Access Point to be Granted:

Station	Side of Highway	Width	Use Restriction	Constructed?
173+92	West	25'	Private	Yes
183+30	West	25'	Private	Yes

These two appr. were const. by the State under R/W agreement

7. Reason for Change of Access: **Changed during construction with permission of owner. Better location and more economical to construct.**

8. Will change affect safety of use or highway traffic capacity? Explain. **No**

9. Filing fee of $5 is enclosed ____. Fee is waived X. Road Approach Permit is attached ____.

10. State will construct ____. Estimate of cost and check in amount of $__________ attached hereto. Descriptions are attached covering additional right of way to be deeded by owner to the state ______.

RECOMMENDED:

~~D M S~~ Resident Engineer

Division Engineer

Construction or ~~Maintenance~~ Engineer

APPROVED:

Asst. State Highway Engineer

Title:
BUREAU OF PUBLIC ROADS

Rev. 5/63

RECEIVED
SEP 11 1963

FOR FILING

Salem, Oregon
September 11, 1963

Mr. F. D. Morgan
Construction Engineer

OFFICE

This is to advise you that work was completed on Aug. 16, 1963, on Contract No. 5793, Buena Vista Wayside-Cape Sebastian Section, in Curry County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:____________________________

Conditions noted on above date:

Construction Engineer

DBP:lt

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 6, 1963

Section Buena Vista Wayside-Cape Sebastian

Kind of work Grading and Oiling

Highway Oregon Coast County Curry

Section prefix 8-1041 F-124 (21)

Contractor Peter Kiewit Sons' Co.

Contract number 5793

Date of XXXXXX award Sept. 29, 1960

Specified work days 240 + 45 = 285

Date work started Oct. 13, 1960

Work days used 258

Project authorization $1,651,487.63

Exclusive of engineering $1,534,382.91

Per cent of time elapsed 90.5 %

Estimated cost of completed project, exclusive of engineering $1,535,964.92

Estimated per cent overrun XXXXXXXX 0.1 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $117,464.72

Engineering cost to date $ 98,900, 84.2 %

Date project was completed August 16, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	X	100	100	X

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Three men in office on semi-final estimate.

Estimate to Roseburg on Friday Sept. 6, 1963

Survey crew working on R/W staking for condemnation cases on Thursday and Friday.

F. D. Morgan and L. W. Rulien over the job on Wednesday - Checking Wimer slide at Sta. 230 to 238

Final Report

NOTED

CONSTRUCTION DIVISION
RECEIVED
SEP 9 1963

Signed Res. Engr.

Address P. O. Box 515 Gold Beach, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.20	3.20		3.20	
Miles partially completed					
Miles completed	3.20	3.20		3.20	
Total estimated quantities (contract)	1,800,000	78,400 Tons			
Total quantities corrected to date	1,574,529.3	96,850			
Estimated quantities moved or placed to date	1,574,529.3	96,850			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

- - - - - - - - - - - - - - Job completed August 16, 1963 - - - - - - - - - - - - - - - - -

RECEIVED
SEP 6 1963
FOR FILING

[illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 30, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Overrun of EWO #8 (Slide Repair)
Buena Vista Wayside-Cape Sebastian Section
Oregon Coast Highway
Project No. F-124(21)

Dear Sir:

As requested in your letter of July 26, requesting more information on the overrun of Extra Work Order No. 8, we submit the attached letter from our Resident Engineer. In addition to this information, a tabulation of the dates on which payments were made under this order follows:

Date of Payment	Work Done This Month	Cumulative Total
12/62	$ 1,437.20	$ 1,437.20
1/63	16,395.73	17,832.93
2/63	24,551.06	42,383.99
3/63	1,155.82	43,539.81
4/63	4,353.17	47,892.98
5/63	- - - - - -	47,892.98
6/63	2,959.31	50,852.29
7/63	34,199.94	85,052.23
8/63	12,119.26	97,171.49

This tabulation shows that the report on the overrun was not as late as would first seem, since the major overrun was paid in July and the report was made the same month.

Your approval of the supplemtary order is requested.

NOTED
LLOYD P. SHAW

Very truly yours,

F. D. Morgan
Construction Engineer

By J. Putnam
J. F. Putnam
Assistant Construction Engineer

Enc.
CHB:fp
cc Lloyd Shaw
L. H. Young

RECEIVED
SEP 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-90 90M 11-61 40890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 26,1963

SUBJECT: Buena Vista Wayside-Cape Sebastian Section
Extra Work Order No. 8
Contract 5793

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Reference is made to a memorandum from the Bureau of Public Roads relative to the subject Extra Work Order and requesting additional information and explanations prior to Bureau approval.

Attached is a copy of letter from G. A. Bernhart indicating the circumstances which led to an overrun of the original Extra Work Order.

L. W. Rulien
Assistant Division Engineer

LWR:ds
attach.

FORM E-90X—57,900—8-57—1677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Gold Beach, Oregon
August 23, 1963

SUBJECT: Buena Vista - Cape Sebastian
Oregon Coast Highway
Contract #5793
Overrun on OEW #8

To: L. R. Chandler
Division Engineer

The overrun on subject work order is due to the physical topog of the line change and unanticipated conditions. The cuts were high and narrow and required extra dozer time for breakdown before hauling equipment could be used. The cut from 189+00 to 200+00 was rock. 40% to 50%, or approximately 30,000 Cu. Yds. of this cut had to be shot.

A D-9 ripper was used in the cut at all times for ripping only.

During December and January, about 25,000 Cu. Yds. of material was hauled south to the fill slide at Elmers to bring it back to grade. During the winter and spring months extra work was required on an emergency basis to keep traffic moving. The road was closed to heavy traffic for three days during this period.

The contractor was not able to start work this year until the last part of May, on account of rain and saturated conditions of the fill at Sta. 195. Then, due to the physical features of the work to be done, the supporting equipment for the hauling units was out of balance. This condition was necessary to keep the job progressing rapidly.

Work was performed under heavy traffic conditions, with several road crossings which required flagmen at each crossing.

Under this work order, approximately 1,500 Lin. Ft. of 8-inch perf. drain pipe and 80 feet of 18-inch C.M.P. were installed.

The supplementary order was late in submission because I did not realize until we were making up our July estimate that the order had overrun to such an extent.

G. A. Barnhart
G. A. Barnhart
Resident Engineer

cc

L. Shaw

Edwards

RECEIVED
AUG 30 1963
FOR FILING

F-129(?)

5793

A Built-In Death Trap

The state highway department has concluded its work for the year on Highway 101 south and left us with a built-in death trap. The one last remaining section of old 101 at the slide at Witmer's Drive has become a symphony of cars clanging off the guard rail since completion of the oil mat paving on the Buena Vista-Cape Sebastian section of the new highway. This guard rail is hardly more than a couple of weeks old and is already mangled along a considerable portion.

There is no close estimate as to how many cars have hit this guard rail, but the nearest resident estimates it is three or four a day. Sunday alone, somewhere between five and ten cars hit the rail, and there have been several injuries.

The problem is northbound traffic only. Drivers have come over 20 miles of nearly perfect road and are coming off a down grade from Cape Sebastian when suddenly they are faced with a 20 m.p.h. detour. Many of them fail to make the curve, which is hidden behind a hill, and the continuation of the new highway can be seen just across the detour. When that many drivers run into trouble at one point, there is something wrong other than the drivers.

Resident Highway Engineer Buck Barnhart is seriously concerned with the situation and is busily putting up as many warning signs as he can get his hands on, but the situation seems to be too serious to be solved by a few more signs. The final answer is the completion of the road to eliminate the dangerous area.

This is a poor time to let a contract for elimination of this hazard, with winter rains soon to come, but to pay a little more expense for road building is preferable to continuing accidents and injuries and possible deaths that are certain to result if the situation is not corrected.

From the
Curry County Reporter
22 Aug 63

NOTED
T. C. EDWARDS

NOTED
LLOYD P. SHAW

RECEIVED
AUG 20 1963

FOR FILING

134

5793

August 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 16, 1963, on Contract No. 5793, Buena Vista Wayside-Cape Sebastian Section, in Curry County, in connection with Federal-Aid Project No. F-124(21).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: ____________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

LHY:es
cc: H. S. Cox

RECEIVED
AUG 19 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 15, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

Buena Vista Wayside-Cape Sebastian Section
of the Oregon Coast Hwy Project No. F-124(21)
State Force Work No. 4 - Supplemental

Reference is made to your letter dated August 13, 1963 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

RECEIVED
AUG 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
with attach.
8-19-63

RECEIVED
AUG 14 1963

FOR FILING

August 13, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4-Supplemental, Account No. 233 covering Horizontal Drains on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County, Contract No. 5793 in connection with Federal-Aid Project No. F-124(21).

This supplemental order is to cover additional work necessary to drain cuts for the correction and prevention of slides. The contractor is not equipped to do this type work. The State has the necessary special equipment and crews to do the work more economically than by separate contract.

The estimate amount of this supplemental order is $8,125.00 with Federal Participation of $4,875.00. The original order for $9,750.00 was approved by the BPR July 5, 1962.

Your approval of this order under the provisions of PPM 21-4.3 on actual cost basis is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBF:rm
Enc.

RECEIVED
AUG 19 1963
FOR FILING

FORM E-30X—50M—6-62 43900

6793

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1963

SUBJECT: Ben and Lola Gardner
Buena Vista Wayside-Cape Sebastian Section

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

ATTENTION: Mr. L. W. Rulien

In regards to your letter of August 8th concerning the encroachment by a slide on the Ben and Lola Gardner property on subject project, will you please have prepared a sketch map showing the proposed right of way line which will properly encompass the area which is endangered by the slide.

We do not feel at this time that we should consider an entire taking as it does not appear that the slide will further endanger the house.

F. D. Morgan
Construction Engineer

By J F Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:bjh

cc: L. P. Shaw

AUG 1 3 1963
OFFICE OF
[illegible]

RECEIVED
AUG 9 - 1963
FOR FILING

5793

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

July 26, 1963

By:

08-35.4-DB

A. W. Parsons, Division Engineer
Salem, Oregon

M. E. Martin
District Engineer

Original signed by
M. E. Martin
Dist. Engineer

Buena Vista Wayside-Cape Sebastian Section F-124(21)
Extra Work Order No. 8 - Supplementary

Prior to final approval of the above mentioned Extra Work Order supplement we request additional information be furnished covering in greater detail the reasons for the overrun and also an explaination as to why the request for this supplement was delayed in its submission.

Original to Greeny 7-31-63 ms

RECEIVED
JUL 23 1963

FOR FILING

July 22, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8-Supplementary, covering revised alignment on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County, Contract No. 5793 in connection with Federal-Aid Project No. F-124(21).

This supplement is submitted to cover an estimated overrun on the original order, which was approved by the BPR November 15, 1962.

The several reasons for the overrun are stated in the Resident Engineer's letter dated July 11, 1963, copies of which are attached.

The supplement has been recommended for approval by the BPR Area Engineer. Your approval as part of the original order is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:es
Enc.

RECEIVED
JUL 19 1963

FOR FILING

5793

July 18, 1963

Peter Kiewit Sons' Co.,
711 E. Main
Medford
Oregon

Gentlemen:

The State Highway Commission, at its meeting on July 18, 1963, discussed with the Engineer your request for an extension of time on contract #5793. You requested 45 additional workdays within which to complete the grading-oiling of the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted your request for 45 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: L. R. Chandler
G. A. Barnhart
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
JUL 15 1963
FOR FILING

[illegible]

[illegible]

July 11, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 3
July 18, 1963 Meeting

Gentlemen:

Peter Kiewit Sons' Company, contractor on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway, Contract No. 5793, has requested an increase of 45 workdays without assessment of liquidated damages. The justification for added time to complete the project is:

1. Extra time to construct a double binder course under Price Agreement No. 5, four days.
2. To construct oiled shoulders under Price Agreement No. 4, five days.
3. To remove a slide and repair embankment as extra work, 25 days.
4. Hauling and placing 24,820 tons of crushed surfacing material beyond the amount in the original contract, 11 days.

The claim for extra time has been carefully evaluated and found to be just and reasonable. The Bureau of Public Roads has concurred by memorandum of July 1. It is therefore recommended that an increase of a total of 45 workdays be granted without liquidated damages.

This matter will be on the agenda at the July 18 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#3

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5793 Contractor Peter Kiewit Sons' Company

Highway Oregon Coast Highway

Section Buena Vista Wayside-Cape Sebastian Section

Kind of Work Grading and Oiling

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

SEE ATTACHED LETTER.

APPROVED BY HIGHWAY COMMISSION
DATE July 18, 1963 — Increase of 45 workdays approved
Floyd Query
Secretary

Recommended for Approval:

Act
Division Engineer

H. L. Decker
Asst Construction Engineer or Bridge Engineer

Lloyd P. Shaw
ASSISTANT State Highway Engineer

Contract No. 5793
Project designation F-124(21) State-Federal
Date awarded 9/29/60
Work started 10/13/60
Per cent completed 90% 5/10/63 Date
No. of Workdays Allowed 240
No. of Workdays Used 235 (5/17/63)
No. of Added Workdays Requested 45

D-320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 19, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 285 days, within which to complete our Contract No. 5793, without the assessment of liquidated damages. The said contract is described as follows: Grading and Oiling Buena Vista Wayside-Cape Sebastian Sect. of Oregon Coast Highway

The dates of the workdays during which prosecution of the work was actually prevented and

Price Agreement No. 5 - Construct top course of double binder, took 4 days to perform.

Price Agreement No. 4 - Construct oil mat in shoulders, will take 5 days to perform.

On June 5, 1962, the fill area in the vicinity of station 233 failed after having the fill fairly well completed. On June 7, 1962, we commenced clearing for a disposal area for the waste material out of this fill. On July 11, 1962, we commenced removal of the fill already in place and foundation excavation. On July 24, 1962, we commenced replacing the fill and completed it on August 31, 1962. As of July 11th. we had been charged a total of 180 working days. On August 31st., at the time of completion of this fill failure, we were charged a total of 205 work days. As of July 11th. we had completed practically all of the excavating on the project except for replacement of fill failures at station 233 and 196. We therefore feel that we should be granted an extension of time of 25 days for the performance of this work. To date, neither the slide at station 233 or 196 have reached a point of stability, and in order to complete this project considerable more time will have to be spent.

To date, by the estimate #24 of January 10, 1963, we have hauled a total of 103,220 tons of crushed surfacing materials. The initial contract called for 78,400 tons. The total overrun to date is 24,820 tons. Our normal daily production was 2200 tons. We therefore request a total of 11 days for hauling and placing this material.

remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Paul R. Ratliffe
Attorney-in-fact Paul R. Ratliffe

(SEAL)

Paul R. Ratliffe
Resident Agent

B—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 19, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 285 days, within which to complete our Contract No. 5793, without the assessment of liquidated damages. The said contract is described as follows: Grading and Oiling Buena Vista Wayside-Cape Sebastian Sect. of Oregon Coast Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

Peter Kiewit Sons' Co.
Contractor

By R B Miller
R. B. Miller

CONSENT OF SURETY

Date February 19, 1963

We, THE ÆTNA CASUALTY AND SURETY COMPANY
Hartford, Connecticut, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Paul R. Ratliffe
Attorney-in-fact Paul R. Ratliffe

(SEAL)

Paul R. Ratliffe
Resident Agent

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer July 1, 1963
Salem, Oregon

By:
A. W. Parsons, Division Engineer M. E. Martin
08-35.4-DB Salem, Oregon District Engineer

Request for extension of time
Buena Vista Wayside-Cape Sebastian Section
Oregon Coast Highway Project No. F-124(21)

We have reviewed your letter of June 19, 1963 concerning the contractor's request for an increase of 45 days in which to complete the project. The reasons cited for the increase were delays due to unanticipated work and set forth in your letter.

As your letter explains the reasons for the unanticipated work we concur in the recommendation for increasing the contract time 45 days in which to complete the project.

NOTED
LLOYD P. SHAW

original To Morgan
7-10-63

June 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: **Request for Extension of Time**
Buena Vista Wayside-Cape
Sebastian Section
Oregon Coast Highway
Project No. F-124(21)

Dear Sir:

We have received from Peter Kiewit Sons' Company, contractor on the subject project, a request for an increase of 45 days in which to complete the project.

The contractor cites additional unanticipated work involving:

(1) Extra time requested to construct a double binder course by Price Agreement, four days. (Field Engineer's Weekly Report for the week ending October 26, 1962, shows contractor worked three days on construction of double binder course. He still has at least one day's work to do in slide areas.)

(2) Extra time required to construct oiled shoulders by Price Agreement, five days. (The contractor's request for five days to construct an oil mat on the shoulders is reasonable, considering the project length of 3.2 miles. This work has not been done.)

(3) Extra time required to remove slide materials and repair embankment at Stations 196 and 233 by Extra Work Orders, 25 days. (Field Engineer's Weekly Reports for the period June 8 through August 21, 1962, show that the contractor was charged a total of 40 workdays during this period and of this time, at least 25 days were directly attributable to work performed on the slide areas.)

(4) Hauling and placing an additional 24,820 tons of crushed surfacing materials above the 78,400 tons called for in the original contract, 11 days. (The contractor's normal daily production is 2,200 tons, which in workday time is 11 days for the additional material produced.)

We recommend that the request be granted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison

DES:FP: ajw

FORM E-30 50M 11-61 40280

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1963

SUBJECT: Request for Extension of Time
Buena Vista Wayside-Cape Sebastian Section
Oregon Coast Highway
Contract No. 5793

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a "Contractor's Request for Increase in Number of Workdays to Complete Construction Contract" submitted by Peter Kiewit Sons' Company, contractor on the subject project.

The contractor's request is based on the following points: (1) extra time required to construct a double binder course by Price Agreement, 4 days; (2) extra time required to construct oiled shoulders by Price Agreement, 5 days; (3) extra time required to remove slide materials and repair embankments at Station 233 and 196 by Extra Work Orders, 25 days; (4) hauling and placing an additional 24,820 tons of crushed surfacing material above the 78,400 tons called for in the initial contract. The normal daily production of 2,200 tons make the request for 11 days for this point reasonable.

It is our recommendation that this request be granted.

This has been discussed with the Bureau of Public Roads' Area Engineeer who concurs in this recommendation.

Rough drafts of letters to the Bureau of Public Roads and to the Highway Commission are attached.

The total allowable work days at the present time is 240. It is anticipated that 285 days will have been charged when the project is completed.

F. D. Morgan
Construction Engineer

By Decker
G. L. Decker
Assistant Construction Engineer

DES:fp
Attach.

JUN 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 14 1963

FOR FILING

F-124(21)

5793

9

June 13, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering the correction of winter damage throughout the project on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County, Contract No. 5793 in connection with Federal-Aid Project No. F-124(21).

This work is a general repair of winter damage throughout the project and a minor line change in slide area at Station 210 to 225. Mr. Rulien's letter is in detail of the work to be done and is attached. The contract to correct the Minor Slide will probably not be let in time to do the work required under this order to carry this project through the winter.

This work was verbally approved by the BPR District Engineer May 27, 1963. Your approval of this order to include any work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
Enc.

RECEIVED
MAR 8 - 1963
FOR FILING

[illegible]

[illegible]

March 7, 1963

Peter Kiewit Sons' Co.
P. O. Box 702
Gold Beach, Oregon

Contract No. 5793

Attention Mr. Wm. Allen

Gentlemen:

Reference is made to your letter of March 1, 1963, regarding the deduction of $9.00 on Estimate No. 25 from "Labor" sheet.

This item has been checked with our Accounting Division. Include the $9.00 deducted in your next Force Account Statement for payment. By a copy of this letter are requesting Resident Engineer G. A. Barnhart to approve.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

DBP:jb

cc: L. R. Chandler
G. A. Barnhart
C. H. Nelson

RECEIVED
FEB 26 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

F-124(21)

5793 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Kiewit Claim
Buena Vista-Cape Sebastian Section
Oregon Coast Highway
Project No. F-124(21)

Dear Sir:

We have received from Peter Kiewit Sons' Co., prime contractor on this project, a claim for additional compensation due to an overrun in base rock and leveling course quantities. This contractor was prime contractor on Project No. F-124(21), Contract No. 5793, and was a subcontractor to Conley on Project EBF-124(16), Contract No. 5877.

A tabulation of bid and final quantities shows:

	Contract No. 5793		Contract No. 5877	
	Coarse Base	3/4-0 in base	Coarse Base	3/4-0 in base
Bid Amount	68,000 Tons	10,400 Tons	68,400 Tons	10,670 Tons
Final Amount	87,910.585 Tons	15,530.225 T.	96,617.785 T.	14,130.645 T.
Overrun, Tons	19,910.585 Tons	5,130.225 T.	28,217.785 T.	3,460.645 T.
Overrun, %	29.3%	49.3%	41.3%	32.4%
Bid Price	$1.50/Ton	$1.60/Ton	$1.30/Ton	$1.50
Subcontract Price	- - - -	- - - -	0.63	0.65

It was known sometime prior to the completion of these projects that an overrun in quantity would be experienced, so the contractor crushed additional material to attempt to compensate for this overrun. Of the total overrun of 56,719.24 tons on the two projects, the contractor produced 28,732.48 tons while set up on the project. The contractor then removed his plant from the project prior to the placing of the full required amount of material, and a plant owned by Jud Wilson, subcontractor to Babler & Halvorson on Project No. F-124(22), Contract No. 5989, was moved into the same source.

By the time the required actual amount of material was placed on projects 124(16) and (21), it was discovered that, even though considerable additional material had been produced, not enough was on hand to complete the jobs. It was then necessary for Kiewit to purchase the material from Babler & Halvorson. The prices agreed to were $1.07 per ton for coarse base and $1.17 per ton for 3/4"-0. All subcontract prices quoted are at the plant -- the purchaser arranged for the hauling of the material. Copies of all pertinent subcontracts are attached.

Kiewit purchased 20,997.775 tons of coarse base and 6,988.990 tons of 3/4"-0 for use on Project F-124(21). Due to the fact that the contractor sold coarse base for $0.63, and then had to buy for $1.07, due to the unanticipated overrun, he claims compensation for the added cost, amounting to 20,997.775 x (1.07 - 0.63) = $9,239.02. Likewise, he claims 6,988.990 x (1.17 - 0.65) = $3,634.27 because of the overrun in 3/4"-0. This totals $12,873.29.

In addition to this amount, the contractor claims 15% as overhead and related costs. This increases the total claim to $14,804.29. Due to the fact that the contractor undoubtedly had a profit in his sale price to Conley, we do not recommend that this additional 15% be allowed.

It is our recommendation that we pay the contractor his additional "out-of-pocket" costs in the amount of $12,873.29. It is proposed that we write a Price Agreement under which the payment would be made to the contractor either at a unit price per ton or for an agreed lump sum amount based on the same computations.

Your concurrence in this claim settlement is requested.

Very truly yours,

F. D. Morgan'
Construction Engineer

By G. L. Decker

G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

CHB:bjh

cc: Lloyd Shaw
L. H. Young

RECEIVED
FEB 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 23 1962
FOR FILING

[illegible]

5793

November 21, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering surcharge of fill slide on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County, Contract No. 5793, in connection with Federal-Aid Project No. F-124(21).

It is necessary to keep filling, reshaping and sealing this fill slide to keep it up to grade. It is anticipated that the fill will stabilize by spring if this work is carried on as necessary throughout the winter.

This work was verbally approved by the BPR District Engineer October 10, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
NOV 21 1962
FOR FILING

November 21, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering revised alignment around slide area on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County, Contract No. 5793, in connection with Federal-Aid Project No. F-124(21).

It is necessary to construct the roadbed on a revised alignment around the fill slide at Station 196 in order to obtain a stable subbase. Due to winter conditions, the contractor would not do this work on a unit bid price basis.

This work was verbally approved by the BPR District Engineer November 15, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
SEP [illegible] 1962

FOR FILING

[illegible] 793

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 12, 1962

SUBJECT: Buena Vista Wayside-Cape Sebastion Section
Oregon Coast Highway
Contract No. 5793

To: MEMO TO THE FILES

NOTED
R. L. PORTER

In company with L. R. Chandler, Division Engineer, and G. A. (Buck)Barnhart, Resident Engineer, the fill subsidence at Station 234 (Wimer Slide) was re-examined on August 30. Purpose of the investigation was to consider corrective measures other than previously planned.

At this location foundation failure occurred after approximately one-third of the fill height had been reached. Investigation drilling revealed foundation material of wet plastic clay reaching to depths of over 100 feet near the original line. Line revision moved centerline through the failing area approximately 100 feet uphill, after which the fill was brought to grade.

The wet and unstable foundation material found at this location is typical of many locations along the coast in this general area. However, two conditions are not typical -- (1) The extreme depth of the unstable material and (2) The comparatively gentle slope of the natural ground for approximately 1,000 feet downhill from centerline.

With the above conditions, loading the fill area to force displacement with the embankment eventually "hitting bottom" seemed possible, and this course of action was decided upon. The gentle slope downhill provided a condition where displaced material could form natural counterweights with little danger of sliding down the slope. Depth of the unstable material ruled out ~~material~~. removal

At the time of inspection on August 30 the fill had been brought to grade plus approximately a 5-foot surcharge. Continued settlement in the form of cracking in a half circle towards the downhill side was evident. Displaced material was evident in an area for nearly 600 feet downhill in the form of pressure ridges, flows and upheavals or bulges.

The present rate of settlement is considerably less than previously; enough so that some hope can be had it will reach a condition that can be "lived with" by the time surfacing is completed. At the present time it is planned to maintain the surcharge height for approximately 6 more weeks and then re-examine conditions.

A "shoo-fly" has been built around the uphill side of the fill. This is in the general location of the old road, and will handle traffic if necessary.

All of the above was discussed with Mr. Riedl of the Bureau of Public Roads on September 10. He concurred with our plan of action, and wishes to be advised at the end of six weeks.

G. L. Decker

G. L. Decker
Field Construction Engineer

GLD:bjh

cc: R. L. Porter ✓
L. R. Chandler
G. A. Barnhart

RECEIVED
SEP 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 6 1962

FOR FILING
F-124(21)

5792

September 5, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Buena Vista Wayside-Cape Sebastian Sec.
Oregon Coast Highway
Curry County
Project No. F-124(21)

Dear Sir:

Please correct the number of the Order for State Forces Work covering the drilling of vertical holes on the subject project. Two No. 4 orders were inadvertently distributed. The Order dated August 6, 1962, Account No. 234 should be corrected to No. 6.

Thank you.

Very truly yours,

L. H. Young
Office Engineer

DBP:ra

RECEIVED
AUG 30 1962
FOR FILING
6793

477 Cottage Street, N.E.
Salem, Oregon

August 28, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.8-DB Salem, Oregon

Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway
Oregon F-124(21)
Order for State Force Work #4
Vertical drains

Reference is made to your letter dated August 23, 1962 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

original to Young
with attachment

8-30-62

NOTED
R. L. PORTER

RECEIVED
AUG 24 1962
FOR FILING

9

August 23, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 234 covering vertical drains on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County, Contract No. 5793, in connection with Federal-Aid Project No. F-124(21).

This work is necessary to prepare the foundation for the fill between Stations 231 and 234. As noted in the attached copies of the Assistant Division Engineer's letter, the proximity of the work to the existing highway makes it impossible to remove all of the unstable foundation. Drains to remove the subgrade water are necessary to stabilize the foundations.

The contractor is not equipped to do this work, while the State has the necessary special equipment and crews available. The amount of the order and emergency nature of the work makes it impractical to let to a separate contract.

The total estimated amount of the order is $4,050 with Federal participation of $2,430.

The order has been verbally approved by the BPR District and Area Engineers and the Field authorized to proceed as of July 18, 1962. Your approval as of that date under the provisions of PPM 21-6.3 on the basis of actual cost is requested.

Very truly yours,
Forrest Cooper
State Highway Engineer

By
L. H. Young
Office Engineer

DBP:mmb

Enc.

RECEIVED
JUL 27 1962
FOR FILING

5793

July 27, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering fence construction and culvert marking on the Bosum Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County, Contract No. 5793, in connection with Federal-Aid Project No. F-124(21).

The fencing is a right of way obligation, File R 29538. The posts at the outlets of culverts are to mark locations for service and cleaning.

This work has been verbally recommended for approval by the BPR Area Engineer.

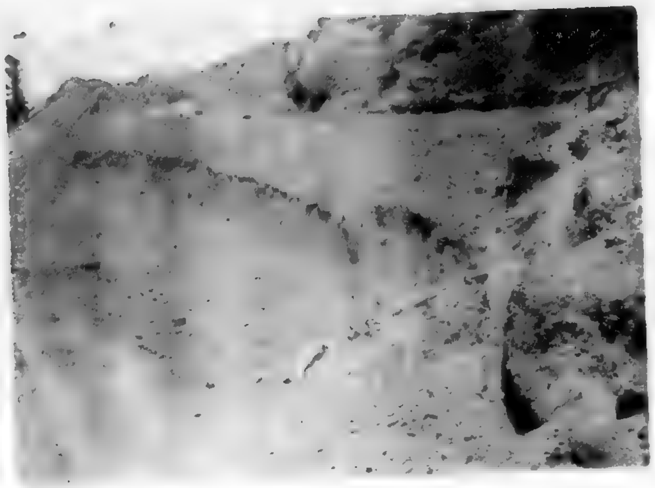
Very truly yours,

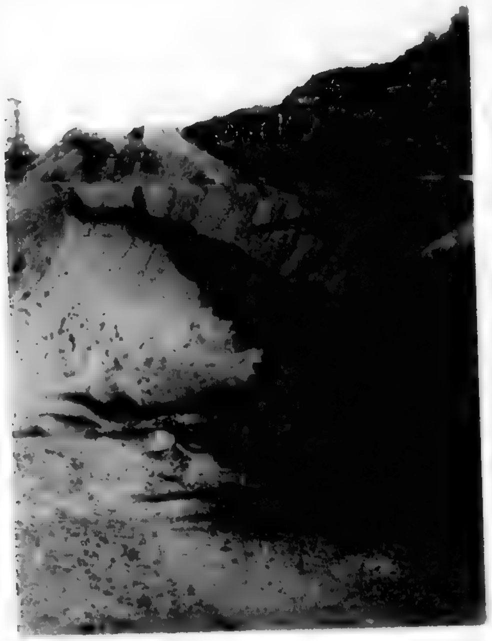
Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.





B.V.W.-C.306
Fill 196
7-6-62

RECEIVED
JUL 9 1962

FOR FILING

5793

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1962

SUBJECT: Wimer Slide -- Station 233
Buena Vista-Cape Sebastian Section
Oregon Coast Highway
Contract No. 5793

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

ATTENTION: Mr. L. W. Rulien

Your letter of July 2, along with one roll each of cross-sections, layout of exploration drill holes, and sketch map of proposed line change to avoid a poor foundation condition at Station 233 have reached this office.

These data have been reviewed here and discussed with the Bureau of Public Roads. It is agreed the line change as proposed is in order and you should proceed on this basis.

By copy of this letter the Right of Way Description Engineer is asked to prepare the necessary data for acquiring the needed additional right of way from Mr. Fred Wimer.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

NOTED
R. L. PORTER

GLD:bjh

cc: R. L. Porter ✓
W. T. Wright
Floyd Scott

RECEIVED
JUL 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 11 1962
FOR FILING
3793

477 Cottage Street N.E.
Salem, Oregon

July 5, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-124(21)
Buena Vista Wayside - Cape Sebastian Section
State Force Order No. 4
Horizontal Drains

Reference is made to your letter dated June 29, 1962 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Attachment

Original To Young
with attachment

7-11-62

RECEIVED
JUL 11 1962
124(21)
FOR FILING
5793

477 Cottage Street N.E.
Salem, Oregon

July 5, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-124(21)
Buena Vista Wayside - Cape Sebastian Section
State Force Work No. 5
Seeding and mulching

Reference is made to your letter dated July 2, 1962, concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Attachment

original To Young
with attachment
7-11-62

RECEIVED
JUL 3 1962
FOR FILING

F-124(21)
5793

July 3, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering the maintenance and permanent location of a water line on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County, Contract No. 5793, in connection with Federal-Aid Project No. F-124(21).

It is necessary to adjust the 1¼" water line, for the Belle Turner Daniels property, to clear for construction and to install the line in a conduit when grading has been completed in accordance with the right of way settlement agreement. Maintenance of the line to assure a continuous water supply is part of the agreement.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
JUL 2 1962
FOR FILING

F 124(21)
5793

July 2, 1962

Mr. A. H. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5, Account No. 22-[illegible], covering seeding and mulching on the Buena Vista Wayside - Cape Sebastian Section of the Oregon Coast Highway in Curry County, Contract No. 5793, in connection with Federal Aid Project No. F-124(21).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM [illegible] is requested.

The total estimated amount of the order is $10,[illegible], with Federal participation of $6,[illegible].

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:ra
Enc.

RECEIVED
JUL 2 1962
FOR FILING

5793

June 29, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, covering Horizontal Drains, Account No. 233 on the Buena Vista Wayside - Cape Sebastian Section of the Oregon Coast Highway in Curry County, Contract No. 5793, in connection with Federal-Aid Project No. F-124(21).

This is an anticipated item in the contract. The work is necessary to drain cuts for the correction and prevention of expected slides. The contractor is not equipped to do this type of work. The State has the necessary special equipment and crews to do the work more economically than by separate contract. It will be necessary to co-ordinate this work with progress of the contractor's grading operations, which would make contracting very high in cost, if there were contractors equipped for it.

The total estimated amount of the order is $6,750.00, with Federal Participation of $5,850.00.

Your approval of this order under the provisions of PPM 21-4.3 on actual cost basis is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:ra
Enc.

RECEIVED
FEB 14 1962
FOR FILING

5793

February 13, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering extra clearing on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County, Contract No. 5793, in connection with Federal Aid Project No. F-124(21).

The areas to be cleared are to be used as waste areas for disposal of foundation excavation. The foundation excavation will be extensive. The areas are on stable ground and out of sight of the highway. The excavations are mostly in the bottoms of steep canyons and the proposed areas will eliminate longer haul, out of the canyons.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

RECEIVED
1961

FOR FILING
F-124 (21)

5793

November 6, 1961

2204

Mr. and Mrs. Dean Kuykendall
P. O. Box 1091
Gold Beach, Oregon

Dear Mr. and Mrs. Kuykendall:

We have investigated the road approach situation as set forth in your letter of October 30. In this connection, I wish to advise you that when we purchased the right of way from Belle Turner Daniels, the right-of-way agreement called for access points as follows: Station 266+90 (residence) on the west, Station 273+25 on the west, and Station 276+00 on the east. The approach grant at Station 276+00 is on the property which has been sold to you by the Daniels.

The agreement further set out that the road approach at Station 266+90 was to be constructed by the State. It further provided that the other two approaches should be constructed by the property owner. Under the terms of this agreement, the approach to your property must be constructed at your expense.

In addition to this, you should obtain a road approach permit through the District Maintenance Superintendent, Mr. George C. Baker, P. O. Box 606, Coquille. Mr. Baker will advise you as to the size of pipe which will be necessary to install under this approach. It is regrettable that you were not contacted by our field engineers and given this information before this.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

LHY:fp:er

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. P. Hamilton
Mr. F. D. Morgan
Mr. G. A. Barnhart
Mr. Geo. C. Baker

REFERRED TO
State Hwy Engr.
BY SECRETARY

PLEASE RETURN TO
FORREST COOPER

Gold Beach, Oregon
October 30, 1961

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

We would like to know your policy on installing culverts on highway accesses. We were of the understanding that you installed them at the access.

We have four acres of land approximately five miles south of Gold Beach on the easterly side of Highway 101. This land formerly belonged to Gordon R. & Clara Belle Turner Daniels. Our deed was recorded in the Curry County Clerk's Office in Volume 61, page 92-3, on March 31, 1961. The Daniels deeded land to you for the relocated Oregon Coast Highway right-of-way, and their deed was recorded in Volume 59, page 107-9 on June 24, 1960. They were given three right-of-way accesses to the highway, two on the westerly side and one on the easterly side of the highway. The Daniels told the State Highway men who took care of their transaction that they were giving us some land on the easterly side of the highway. The men told them that the easterly access would be wherever our road came onto the highway. We then proceeded to have our road built. This was in the summer of 1960. We put in a small temporary culvert so that we could use our road until your men put in a more permanent one. Last winter, either your men or the Peter Kiewit Sons Construction Company, who were the contractors on the new highway construction, tore out our culvert, probably with a cat, as the culvert was broken in half. Evidently our culvert had plugged up. They then dug a ditch across our road so that we were unable to use it. Twice since then, we have paid to have our road repaired, and both times a ditch was dug across it.

We would like to know when we can expect to have a culvert put in so that we may use our road, and so that it will not have to be repaired by us again. We are going to start building a house on this property within the next two or three weeks, and we must be able to use our road at that time.

We have talked with a man from the Peter Kiewit Construction Company, and he told us they would put the culvert in for us as soon as they received the "O.K." from you.

Would you please check into this for us as we would like to have our road usable again as soon as possible. Please let us know your intentions on this matter. Thank you.

Sincerely yours,

Mr. Dean Kuykendall

Mr. & Mrs. Dean Kuykendall
P. O. Box 1091
Gold Beach, Oregon

PAL opposite 276+00 Lt.
25' wide
No Rd. App. permit
Buena Vista – C. Sebastian
File 20950
Property owner to construct

RECEIVED
NOV 1 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 2 1961
FOR FILING

5793

October 2, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering pioneering slides on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County, Contract No. 5793, in connection with Federal Aid Project No. F-124(21).

It is anticipated there will be slides on this project and that breaking them down so normal earth moving equipment can operate for removal will be necessary. The slide removal will be done at contract prices.

This work has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

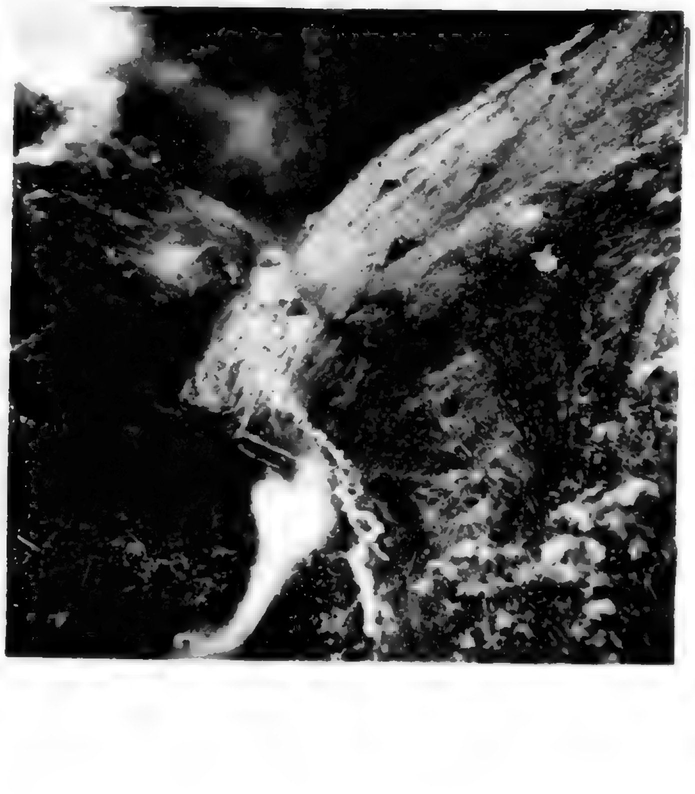
R. L. Porter
Office Engineer

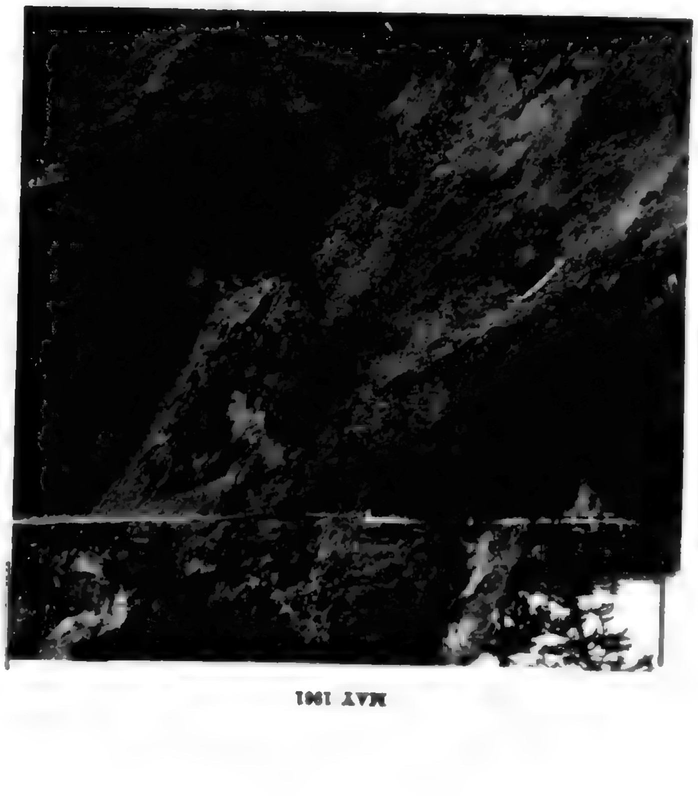
DBP:jb
Enc.

MAY 1961

MAY 1961

MAY 1961





MAY 1961

RECEIVED
FORM E-123-X 75M 1-60
MAR 17 1961

FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-124(21)
5793

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the Buena Vista Wayside-Cape Sebastian Section, Contract No. 5793, F-124(21) and the Cape Sebastian-Myers Creek Section, EBF-124(16). There is an overlap of the work between Stations 313 and 318+15.92. We will perform the work as listed below:

Grading - F-124(21)
Rock and oil work - EBF-124(16)

Very truly yours,

W. C. Williams
State Highway Engineer

By

F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
F. D. Morgan
R. L. Porter
Frank Hall

RECEIVED
MAR 17 1961
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] 5793 11-2-60

Monthly Transaction No. RECEIVED NOV -8 1960 11-8	Form [illegible]2 (9-12[illegible] U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	S[illegible]e **Oregon**
		County **Curry**
Project Report No. FOR FILING	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **F-124(21)**

F-124 (21)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), 5793 as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 101, 1 mi. S. Gold Beach to Cape Sebastian
(Buena Vista-Cape Sebastian Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	5-21-57	-----
Rights-of-Way		
Construction	9-2-60	3.2
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 1,635,738.00	$ 1,013,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy State Highway Engineer
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX C. G. Polk
Division Engineer

By: C. C. Pike
R. C. Wright
Administrative Manager

Date executed by
Division Engineer **November 2, 1960**

USComm-DC 40257

October 31, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Buena Vista Wayside-Cape Sebastain Section, Project No. F-124(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

KHC:jb

October 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Buena Vista Wayside-Cape Sebastian Section, Project No. F-124(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Enc.

Oregon State Highway Department

Federal Aid
Project No. F-124(21)

BUENA VISTA WAYSIDE-CAPE SEBASTIAN SECTION OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 14, 1960

Type Code P.E.

Preliminary Engineering	All	Required		$ 25,000.00

Type Code 5231
Roadway (Sta. 149+00 to Sta. 318+15)(Contract No. 5793)

Clearing and Grubbing	All	Required		$ 108,000.00
Drainage Excavation, Unclassified	10,900	cu.yds.	$ 1.90	20,710.00
Embankment Foundation Excavation, Unclassified	277,000	cu.yds.	0.32	88,640.00
General Excavation, Unclassified	1,492,000	cu.yds.	0.41	611,720.00
Short Overhaul	4,900,000	yd.stas.	0.005	24,500.00
Long Overhaul	134,000	C-yd.stas.	0.25	33,500.00
Finishing Roadbed and Slopes	3.20	Miles	1,000.00	3,200.00
Rounding Cutbanks	17,000	lin.ft.	0.20	3,400.00
12-inch Asbestos Protected Corrugated Metal Pipe	260	lin.ft.	3.50	910.00
18-inch Asbestos Protected Corrugated Metal Pipe	2,440	lin.ft.	5.00	12,200.00
24-inch Asbestos Protected Corrugated Metal Pipe	980	lin.ft.	7.50	7,350.00
30-inch Asbestos Protected Corrugated Metal Pipe	130	lin.ft.	9.00	1,170.00
42-inch Asbestos Protected Corrugated Metal Pipe	440	lin.ft.	16.50	7,260.00
6-inch Perforated Metal Drain Pipe	290	lin.ft.	2.00	580.00
8-inch Perforated Metal Drain Pipe	23,360	lin.ft.	2.50	58,400.00
12-inch Perforated Metal Drain Pipe	3,600	lin.ft.	3.00	10,800.00
Special Backfill in Drains	7,000	cu.yds.	5.00	35,000.00
Metal Guard Rail	10,600	lin.ft.	2.35	24,910.00
Guide Posts, Type W-2	180	only	6.75	1,215.00
Coarse Crushed Material in Base	68,000	tons	1.50	102,000.00
3/4" - 0 Material in Base	10,400	tons	1.60	16,640.00
Sprinkling	3,200	M-gals.	3.00	9,600.00
Preparation of Base	3.20	Miles	350.00	1,120.00
3/4" - 0 Material in Binder Course	500	cu.yds.	4.00	2,000.00
Furnishing and Placing Aggregates	3,260	cu.yds.	5.00	16,300.00
RC-3 Asphalt	78	tons	58.00	4,524.00

200-300 Asphalt	240 tons	$ 50.00	$ 12,000.00
RS-1 Asphalt	70 tons	58.00	4,060.00
Extra for Oiling Approaches	18 only	25.00	450.00
			$1,222,159.00
Flagging (57½% of Contractor's Cost)	All Required		20,000.00
Signing (Temporary)	All Required		650.00
Signing (Permanent)	All Required		400.00
Install 1½" Water Pipe (315')	All Required		600.00
Relocate Existing Fence	All Required		1,000.00
Seeding and Mulching	All Required		16,000.00
Slide Removal	All Required		175,000.00
Work by Coos Curry Electric Coop.	All Required		2,500.00
Work by West Coast Tel. Co.	All Required		999.00
Horizontal Drains	All Required		25,000.00
	Subtotal		$1,464,308.00
	10% Engr. & Cont.		146,430.00
	Total		$1,610,738.00

Length of Roadway - - - - - - - - - - - 3.200 Miles
Cost of Roadway Per Mile- - - - - - - - $503,355.62

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 25,000.00	$ 15,000.00	$ 10,000.00
Roadway	1,610,738.00	998,000.00	612,738.00
	$1,635,738.00	$1,013,000.00	$ 622,738.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds For Maint: Chap. 529, laws 1939

BUENA VISTA WAYSIDE–CAPE SEBASTIAN SECTION

Project No. F-124(21)

Estimated cost of work by the West Coast Telephone Company.

Lump Sum	$999.00	

Estimated cost of work by the Coos-Curry Electric Coop.

Clearing	$1,000.00	
Labor	1,572.00	
Materials	703.74	
Salvage Credit	-733.17	Cr.
	$2,542.57	
Use	$2,500.00	

Oregon State Highway Department

Federal Aid
Project No. F-124(21)

BUENA VISTA WAYSIDE-CAPE SEBASTIAN SECTION
OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 19, 1960

Type Code P.E.

Preliminary Engineering	$ 25,000.00

Type Code 5231
Roadway (Sta. 149+00 to Sta. 318+15)

Clearing and Grubbing	All	Required		$ 95,000.00
Drainage Excavation, Unclassified	10,900	cu. yds.	$3.00	32,700.00
Embankment Foundation Excavation, Unclassified	277,000	cu. yds.	0.50	138,500.00
General Excavation, Unclassified	1,780,000	cu. yds.	0.44	783,200.00
Short Overhaul	4,900,000	yd. stas.	0.0075	36,750.00
Long Overhaul	134,000	C-yd. stas.	0.35	46,900.00
Finishing Roadbed and Slopes	3.20	miles	1,250.00	4,000.00
Rounding Cutbanks	17,000	lin. ft.	0.15	2,550.00
12-inch Asbestos Protected Corrugated Metal Pipe	260	lin. ft.	4.00	1,040.00
18-inch Asbestos Protected Corrugated Metal Pipe	2,440	lin. ft.	5.50	13,420.00
24-inch Asbestos Protected Corrugated Metal Pipe	980	lin. ft.	8.00	7,840.00
30-inch Asbestos Protected Corrugated Metal Pipe	130	lin. ft.	12.00	1,560.00
42-inch Asbestos Protected Corrugated Metal Pipe	440	lin. ft.	23.00	10,120.00
6-inch Perforated Metal Drain Pipe	290	lin. ft.	2.00	580.00
8-inch Perforated Metal Drain Pipe	23,360	lin. ft.	2.50	58,400.00
12-inch Perforated Metal Drain Pipe	3,600	lin. ft.	3.75	13,500.00
Special Backfill in Drains	7,000	cu. yds.	6.00	42,000.00
Metal Guard Rail	10,600	lin. ft.	2.50	26,500.00
Guide Posts, Type W-2	180	only	6.75	1,215.00
Coarse Crushed Material in Base	68,000	tons	1.70	115,600.00
3/4" - 0 Material in Base	10,400	tons	1.80	18,720.00
Sprinkling	3,200	M-gals.	2.50	8,000.00
Preparation of Base	3.20	miles	400.00	1,280.00
3/4" - 0 Material in Binder Course	500	cu. yds.	3.50	1,750.00
Furnishing and Placing Aggregates	3,260	cu. yds.	3.50	11,410.00
RC-3 Asphalt	78	tons	55.00	4,290.00
200-300 Asphalt	240	tons	53.00	12,720.00

RS-1 Asphalt	70 tons	$ 55.00	$ 3,850.00
Extra for Oiling Approaches	18 only	30.00	540.00
			$1,493,935.00
Flagging (57½% of Contractor's Cost)	All Required		20,000.00
Signing (Temp.)	All Required		650.00
Signing (Perm.)	All Required		400.00
Install 1½" Water Pipe (315')	All Required		600.00
Relocate Existing Fence	All Required		1,000.00
Seeding and Mulching	All Required		16,000.00
Slide Removal	All Required		175,000.00
Work by Coos Curry Electric Coop.	All Required		6,500.00
Work by West Coast Tel. Co.	All Required		1,000.00
	Subtotal		$1,715,085.00
	10% Engr. & Cont.		171,508.00
	Total		$1,886,593.00

Length of Roadway . . . . 3.200 Miles
Cost of Roadway Per Mile $589,560.31

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 25,000.00	$ 15,000.00	$ 10,000.00
Roadway	1,886,593.00	1,150,000.00	736,593.00
	$1,911,593.00	$1,165,000.00	$746,593.00

Oregon State Highway Department

Federal Aid
Project No. F-124(21)

BUENA VISTA WAYSIDE-CAPE SEBASTIAN SECTION
OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 21, 1960

Type Code P.E.

Preliminary Engineering	All	Required		$ 25,000.00

Type Code 5231
Roadway (Sta. 149+00 to Sta. 318+15)

Clearing and Grubbing	All	Required		$ 95,000.00
Drainage Excavation, Unclassified	10,900	cu.yds.	$ 3.00	32,700.00
Embankment Foundation Excavation, Unclassified	277,000	cu.yds.	0.50	138,500.00
General Excavation, Unclassified	1,780,000	cu.yds.	0.44	783,200.00
Short Overhaul	4,900,000	yd.stas.	0.0075	36,750.00
Long Overhaul	134,000	C-yd.stas.	0.35	46,900.00
Finishing Roadbed and Slopes	3.20	miles	1,250.00	4,000.00
Rounding Cutbanks	17,000	lin.ft.	0.15	2,550.00
12-inch Asbestos Protected Corrugated Metal Pipe	260	lin.ft.	4.00	1,040.00
18-inch Asbestos Protected Corrugated Metal Pipe	2,440	lin.ft.	5.50	13,420.00
24-inch Asbestos Protected Corrugated Metal Pipe	980	lin.ft.	8.00	7,840.00
30-inch Asbestos Protected Corrugated Metal Pipe	130	lin.ft.	12.00	1,560.00
42-inch Asbestos Protected Corrugated Metal Pipe	440	lin.ft.	23.00	10,120.00
6-inch Perforated Metal Drain Pipe	290	lin.ft.	2.00	580.00
8-inch Perforated Metal Drain Pipe	23,360	lin.ft.	2.50	58,400.00
12-inch Perforated Metal Drain Pipe	3,600	lin.ft.	3.75	13,500.00
Special Backfill in Drains	7,000	cu.yds.	6.00	42,000.00
Metal Guard Rail	10,600	lin.ft.	2.50	26,500.00
Guide Posts, Type W-2	180	only	6.75	1,215.00
Coarse Crushed Material in Base	68,000	tons	1.70	115,600.00
3/4" - 0 Material in Base	10,400	tons	1.80	18,720.00

Sprinkling	3,200 M-gals.	$ 2.50	$ 8,000.00
Preparation of Base	3.20 miles	400.00	1,280.00
3/4" - 0 Material in Binder Course	500 cu.yds.	3.50	1,750.00
Furnishing and Placing Aggregates	3,260 cu.yds.	3.50	11,410.00
RC-3 Asphalt	78 tons	55.00	4,290.00
200-300 Asphalt	240 tons	53.00	12,720.00
RS-1 Asphalt	70 tons	55.00	3,850.00
Extra for Oiling Approaches	18 only	30.00	540.00
			$1,493,935.00
Flagging (57½% of Contractor's Cost)	All Required		20,000.00
Signing (Temp.)	All Required		650.00
Signing (Perm.)	All Required		400.00
Install 1¼" Water Pipe (315')	All Required		600.00
Relocate Existing Fence	All Required		1,000.00
Seeding and Mulching	All Required		16,000.00
Slide Removal	All Required		175,000.00
Work by Coos Curry Electric Coop.	All Required		6,500.00
Work by West Coast Tel. Co.	All Required		1,000.00
Horizontal Drains	All Required		25,000.00
	Subtotal		$1,740,085.00
	10% Engr. & Cont.		174,008.00
	Total		$1,914,093.00

Length of Roadway . . . . 3.200 Miles
Cost of Roadway Per Mile $598,154.06

SUMMARY OF FUNDS

Description	Total Cost.	Federal Funds	State Funds
Preliminary Engineering	$ 25,000.00	$ 15,000.00	$ 10,000.00
Roadway	1,914,093.00	1,160,000.00	754,093.00
	$1,939,093.00	$1,175,000.00	$764,093.00

Oregon State Highway Department

Federal Aid
Project No. F-124(21)

BUENA VISTA WAYSIDE-CAPE SEBASTIAN SECTION
OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 15, 1960

Type Code P.E.

Preliminary Engineering	All	Required		$ 25,000.00

Type Code 5231
Roadway (Sta. 149+00 to Sta. 318+15)

Clearing and Grubbing	All	Required		120,000.00
Drainage Excavation, Unclassified	10,900	cu.yds.	$ 3.00	32,700.00
Embankment Foundation Excavation, Unclassified	277,000	cu.yds.	0.50	138,500.00
General Excavation, Unclassified	1,780,000	cu.yds.	0.50	890,000.00
Short Overhaul	4,900,000	yd.stas.	0.01	49,000.00
Long Overhaul	134,000	C-yd.stas.	0.35	46,900.00
Finishing Roadbed and Slopes	3.20	miles	1,250.00	4,000.00
Rounding Cutbanks	17,000	lin.ft.	0.15	2,550.00
12-inch Asbestos Protected Corrugated Metal Pipe	260	lin. ft.	4.00	1,040.00
18-inch Asbestos Protected Corrugated Metal Pipe	2,440	lin.ft.	5.50	13,420.00
24-inch Asbestos Protected Corrugated Metal Pipe	980	lin.ft.	8.00	7,840.00
30-inch Asbestos Protected Corrugated Metal Pipe	130	lin.ft.	12.00	1,560.00
42-inch Asbestos Protected Corrugated Metal Pipe	440	lin. ft.	23.00	10,120.00
6-inch Perforated Metal Drain Pipe	290	lin.ft.	2.00	580.00
8-inch Perforated Metal Drain Pipe	23,360	lin.ft.	2.50	58,400.00
12-inch Perforated Metal Drain Pipe	3,600	lin.ft.	3.75	13,500.00
Special Backfill in Drains	7,000	cu.yds.	6.00	42,000.00
Metal Guard Rail	10,600	lin.ft.	2.50	26,500.00
Guide Posts, Type W-2	180	only	6.75	1,215.00
Coarse Crushed Material in Base	68,000	tons	1.70	115,600.00
3/4" - 0 Material in Base	10,400	tons	1.80	18,720.00
Sprinkling	3,200	M-gal.	2.50	8,000.00
Preparation of Base	3.20	miles	400.00	1,280.00
3/4" - 0 Material in Binder Course	500	cu.yds.	3.75	1,875.00
Furnishing and Placing Aggregates	3,260	cu.yds.	3.75	12,225.00
MC-3 Asphalt	78	tons	55.00	4,290.00
200-300 Asphalt	240	tons	53.00	12,720.00
RS-1 Asphalt	70	tons	55.00	3,850.00
Extra for Oiling Approaches	18	only	30.00	540.00
				$1,638,925.00

Flagging (57½% of Contractor's Cost)	All Required	$ 20,000.00
Signing (Temporary)	All Required	650.00
Signing (Permanent)	All Required	400.00
Install 1½" Water Pipe (315')	All Required	600.00
Relocate Existing Fence	All Required	1,000.00
Seeding and Mulching	All Required	16,000.00
Slide Removal	All Required	175,000.00
Work by Coos Curry Electric Coop.	All Required	6,500.00
Work by West Coast Telephone Co.	All Required	1,000.00
Horizontal Drains	All Required	25,000.00
	Subtotal	$1,885,075.00
	10% Engr. & Cont.	188,507.00
	Total	$2,073,582.00

Length of Roadway - - - - - - - - - 3.200 Miles
Cost of Roadway Per Mile- - - - - $647,994.37

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 25,000.00	$ 15,000.00	$ 10,000.00
Roadway	2,073,582.00	1,250,000.00	823,582.00
	$2,098,582.00	$1,265,000.00	$833,582.00

Oregon State Highway Department

Federal Aid
Project No. F-124(21)

BUENA VISTA WAYSIDE-CAPE SEBASTIAN SECTION OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 9, 1960

Type Code: P.E.

Preliminary Engineering	All	Required		$ 25,000.00

Type Code 5231
Roadway (Sta. 149+00 to Sta. 318+15)

Clearing and Grubbing	All	Required		$ 120,000.00
Drainage Excavation, Unclassified	10,900	cu.yds.	$ 3.00	32,700.00
Embankment Foundation Excavation, Unclassified	277,000	cu.yds.	.50	138,500.00
General Excavation, Unclassified	1,492,000	cu.yds.	.50	746,000.00
Short Overhaul	4,900,000	yd.stas.	.01	49,000.00
Long Overhaul	134,000	C-yd.stas.	.35	46,900.00
Finishing Roadbed and Slopes	3.20	miles	1,250.00	4,000.00
Rounding Cutbanks	17,000	lin.ft.	.15	2,550.00
12-inch Asbestos Protected Corrugated Metal Pipe	260	lin.ft.	4.00	1,040.00
18-inch Asbestos Protected Corrugated Metal Pipe	2,440	lin.ft.	5.50	13,420.00
24-inch Asbestos Protected Corrugated Metal Pipe	980	lin.ft.	8.00	7,840.00
30-inch Asbestos Protected Corrugated Metal Pipe	130	lin.ft.	12.00	1,560.00
42-inch Asbestos Protected Corrugated Metal Pipe	440	lin.ft.	23.00	10,120.00
6-inch Perforated Metal Drain Pipe	290	lin.ft.	2.00	580.00
8-inch Perforated Metal Drain Pipe	23,360	lin.ft.	2.50	58,400.00
12-inch Perforated Metal Drain Pipe	3,600	lin.ft.	3.75	13,500.00
Special Backfill in Drains	7,000	cu.yds.	6.00	42,000.00
Metal Guard Rail	10,600	lin.ft.	2.50	26,500.00
Guide Posts, Type W-2	180	only	6.75	1,215.00
Coarse Crushed Material in Base	68,000	tons	1.70	115,600.00
3/4" - 0 Material in Base	10,400	tons	1.80	18,720.00
Sprinkling	3,200	M-gals.	2.50	8,000.00
Preparation of Base	3.20	miles	400.00	1,280.00
3/4" - 0 Material in Binder Course	500	cu.yds.	3.75	1,875.00

Furnishing and Placing Aggregates	3,260 cu.yds.	$ 3.75	$ 12,225.00
RC-3 Asphalt	78 tons	55.00	4,290.00
200-300 Asphalt	240 tons	53.00	12,720.00
RS-1 Asphalt	70 tons	55.00	3,850.00
Extra for Oiling Approaches	18 only	30.00	540.00
			$1,494,925.00
Flagging (57½% of Contractor's Cost)	All Required		20,000.00
Signing (Temporary)	All Required		650.00
Signing (Permanent)	All Required		400.00
Install 1-1/4" Water Pipe (315')	All Required		600.00
Relocate Existing Fence	All Required		1,000.00
Seeding and Mulching	All Required		16,000.00
Slide Removal	All Required		175,000.00
Work by Coos-Curry Electric Coop.	All Required		6,500.00
Work by West Coast Tel. Co.	All Required		1,000.00
Horizontal Drains	All Required		25,000.00
	Subtotal		$1,741,075.00
	10% Engr. & Cont.		174,107.00
	Total		$1,915,182.00

Length of Roadway.............................. 3.200 miles
Cost of Roadway per mile...................... $598,494.37

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 25,000.00	$ 15,000.00	$ 10,000.00
Roadway	1,915,182.00	1,165,000.00	750,182.00
	$1,940,182.00	$1,180,000.00	$ 760,182.00

RECEIVED
OCT 31 1960
FOR FILING

F 124 (21)

5793

October 28, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Boone Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County, Contract No. 5793, in connection with Federal Aid Project No. F-124(21).

This work is necessary for the direction and guidance of traffic. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen. It is an anticipated item of this project.

This order has been checked with and verbally approved by the District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:cr
Encl.

RECEIVED
OCT [illegible] 1960
FOR FILING

7-124 (21)
5793

FORM E-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 28, 1960

Peter Kiewit Sons' Co.,
Sparta Bldg.,
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5793, awarded September 29, 1960, for grading-oiling the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
OCT 31 1960
FOR FILING

F-124 (21)

5793

October 2[illegible], 1960

Oregon State Highway Commission

Gentlemen:

Effective at 8:00 a.m. Thursday, October 20, approval was granted for the establishment of a 20 MPH construction speed zone on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway.

Your concurrence is requested in the establishment of a 20 MPH construction speed zone on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway between M. P. 338 and M. P. 336.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

cc: G. S. Paxson
F. B. Crandall
VPJ:pk ms

FORM E-123-X 50M 2-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
OCT [illegible] 1960
FOR FILING
1 [illegible]
5793

October 21, 1960

Mr. Lee Bown, Deputy Superintendent
Department of State Police
107 Public Service Building
Salem, Oregon

Dear Mr. Bown:

Effective 8:00 A.M., Thursday, October 20, 1960, a 20 MPH construction speed zone was established on the Buena Vista-Wayside-Cape Sebastian Section of the Oregon Coast Highway between M.P. 332. and M.P. 336.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

pk
bc: G. S. Paxson

G. S. PAXSON

RECEIVED
[illegible] 1960
[illegible]
[illegible] ENGINEER

RECEIVED
[illegible]
FOR FILING

F124(21)
5793

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

October 20, 1960

Attention: Mr. R. L. Porter

C. G. Polk, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Utility adjustment
Coos-Curry Electric Cooperative
Buena Vista Wayside-Cape Sebastian section
Oregon Coast Highway
Project F-124(21)

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated September 19, 1960 and October 10, 1960, regarding the subject adjustment.

Authorization to proceed with the work is granted as of October 13, 1960. Approval is subject to the provisions of PPM 30-4.

Porter

NOTED
FORREST COOPER

RECEIVED
OCT 17 1960

FOR FILING
F-124 (21)

5793

October 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway in Curry County, Contract No. 5793, in connection with Federal Aid Project No. F-124(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
OCT 17 1960
FOR FILING

F-124 (21)

5793

October 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 13, 1960, on Contract No. 5793, Buena Vista Wayside-Cape Sebastian Section, in Curry County, in connection with Federal Aid Project No. F-124(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

RECEIVED
OCT 1960
FOR FILING
F-124 (21)
5793

October 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Buena Vista Wayside-Cape Sebastian Section
Oregon Coast Highway, Curry County
Project No. F-124(21)

Dear Sir:

Herewith are the following data covering adjustment of power line of the Coos-Curry Electric Cooperative in connection with construction on the subject project:

1. Two copies of Assistant Counsel's letter, which establishes the obligation of the State to reimburse the Company for adjusting its lines.

2. Two copies of the Company's estimate for adjusting its line.

3. Two copies of the sketch prepared by the Company showing line revisions to be made.

Your approval of the agreement between the State and Company and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
OCT [illegible] 1960
FOR FILING
F124(21)
2793

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

October 7, 1960

Attention: Mr. R. L. Porter

08-35.5

C. G. Polk, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Utility Adjustment - West Coast Telephone Company
Project F-124(21), Buena Vista Wayside-Cape Sebastian Section Oregon Coast Highway

Reference is made to your letter of September 30, 1960.

We hereby approve the lump-sum agreement in the amount of $999 evidenced by the exchange of letters between the State and the utility company dated September 15, 1960 and September 27, 1960 regarding the subject adjustment.

Authorization to proceed with the work is granted as of September 30, 1960. Approval is subject to the provisions of PPM 30-4.

Original
Porter

RECEIVED
OCT - [illegible]0

FOR FILING
F-124 (21)
5793

September 29, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project F-124(21), Buena Vista Wayside-Cape Sebastian Section
Oregon Coast Highway

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5793 for Oregon Project F-124(21), Buena Vista Wayside-Cape Sebastian Section, Oregon Coast Highway, to Peter Kiewit Sons' Company of Medford, Oregon, low bidder in the amount of $1,222,159.00 at the September 27, 1960 bid opening.

RECEIVED

FOR [illegible]

F-124(21)

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

September 2, 1960

#2795

F-124(21) C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project F-124(21)

We have today approved the P. S. and E. documents for Oregon Project F-124(21), Buena Vista Wayside-Cape Sebastian Section, Oregon Coast Highway.

This is to authorize your advertising for bids.

Porter

RECEIVED
[illegible] 1960
FOR FILING
7 124 ([illegible])
[illegible] 5793.

May 31, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We find it desirable to reduce the proposed typical section on the Buena Vista Wayside-Cape Sebastian Section from 12-foot lanes to 11-foot lanes. In order to maintain continuity, this will require a similar reduction in width on the northerly 2500 feet of the Cape Sebastian-Myers Creek Section which was contracted on May 10 of this year.

Your concurrence in this matter is requested.

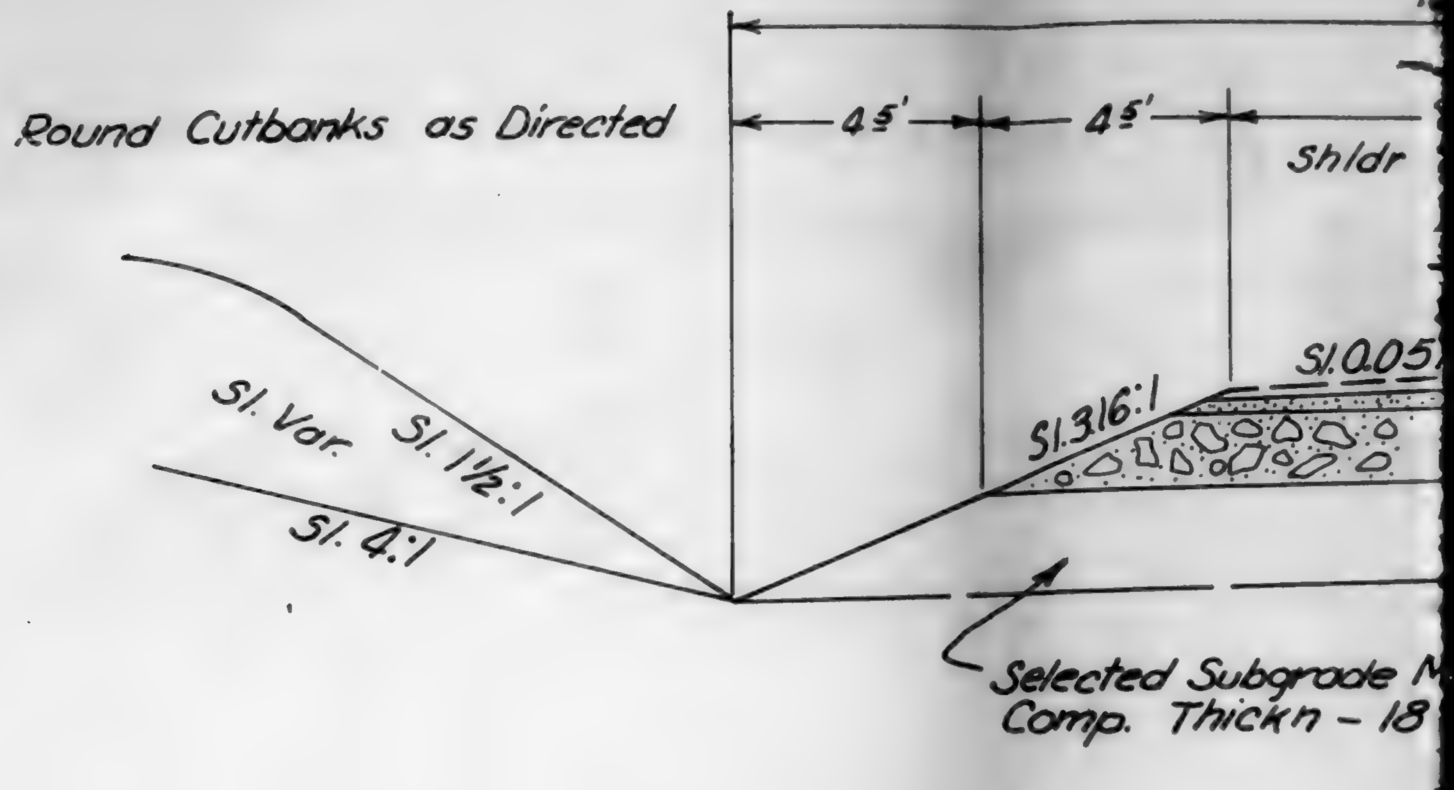
Very truly yours,

W. C. Williams
State Highway Engineer

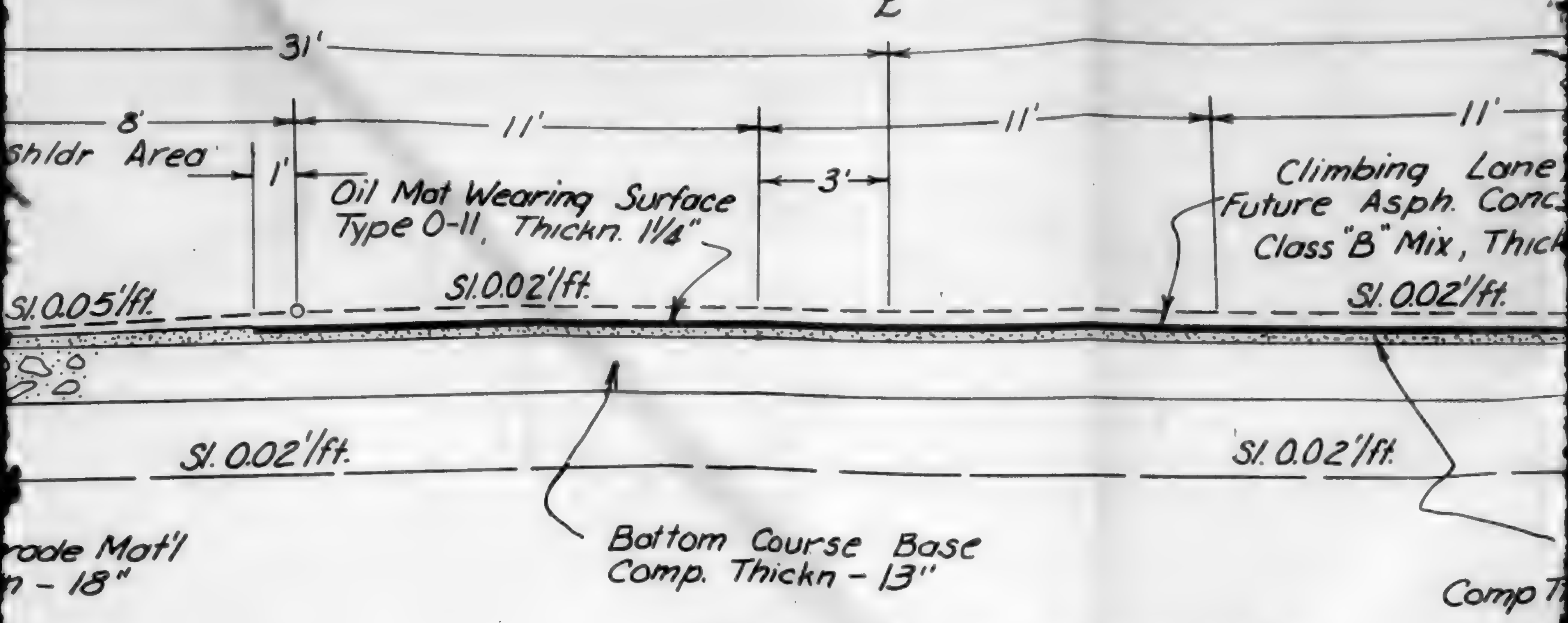
By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
ADO:fp fn

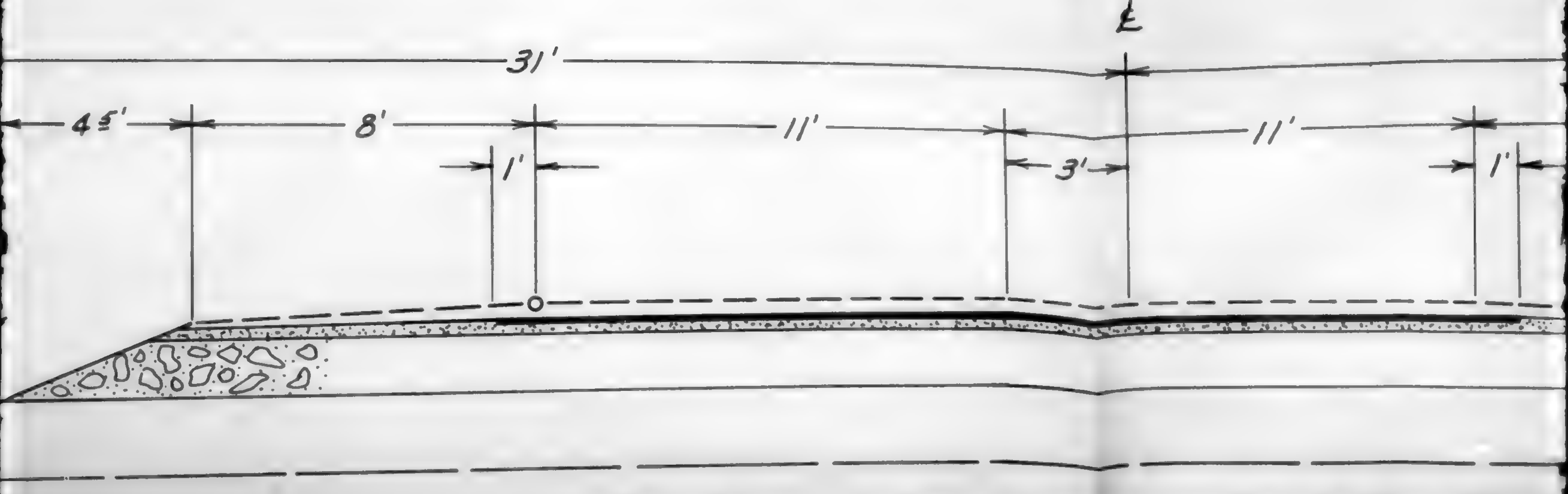

Round Cutbanks as Directed
4.5'
4.5'
Shldr
Sl. 0.05
Sl. 3.16:1
Sl. Var.
Sl. 1½:1
Sl. 4:1
Selected Subgrade M
Comp. Thickn - 18

4.5'
4.5


℄
31'
8'
11'
11'
11'
shldr Area
1'
3'
Oil Mat Wearing Surface
Type 0-11, Thickn. 1¼"
Climbing Lane
Future Asph. Conc
Class "B" Mix, Thick
Sl. 0.05'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
rade Mat'l
n - 18"
Bottom Course Base
Comp. Thickn - 13"
Comp T

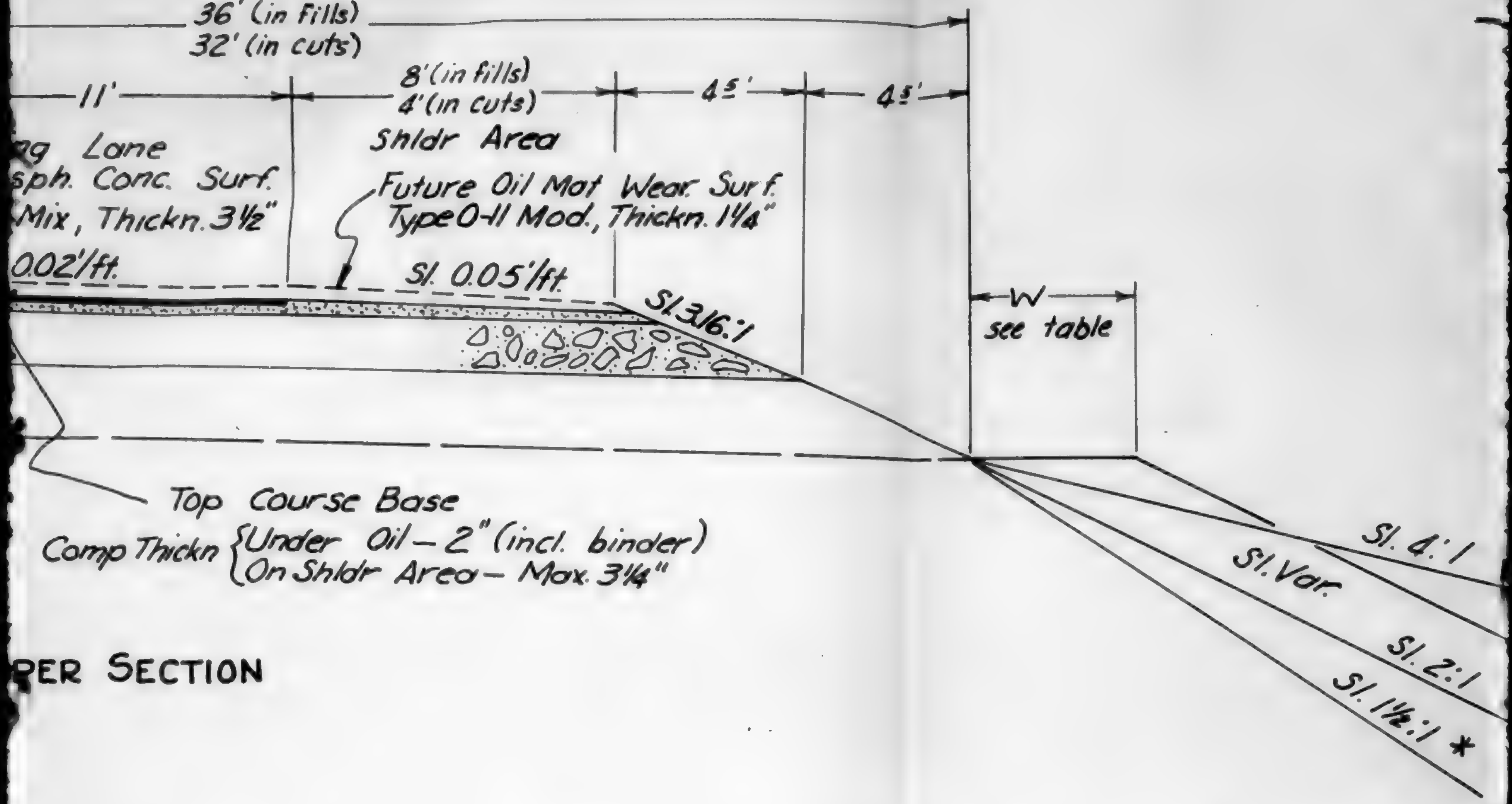
STA. 149+00 To STA. 272+00

STA. 272+00 To STA. 276+00 TAPER SE

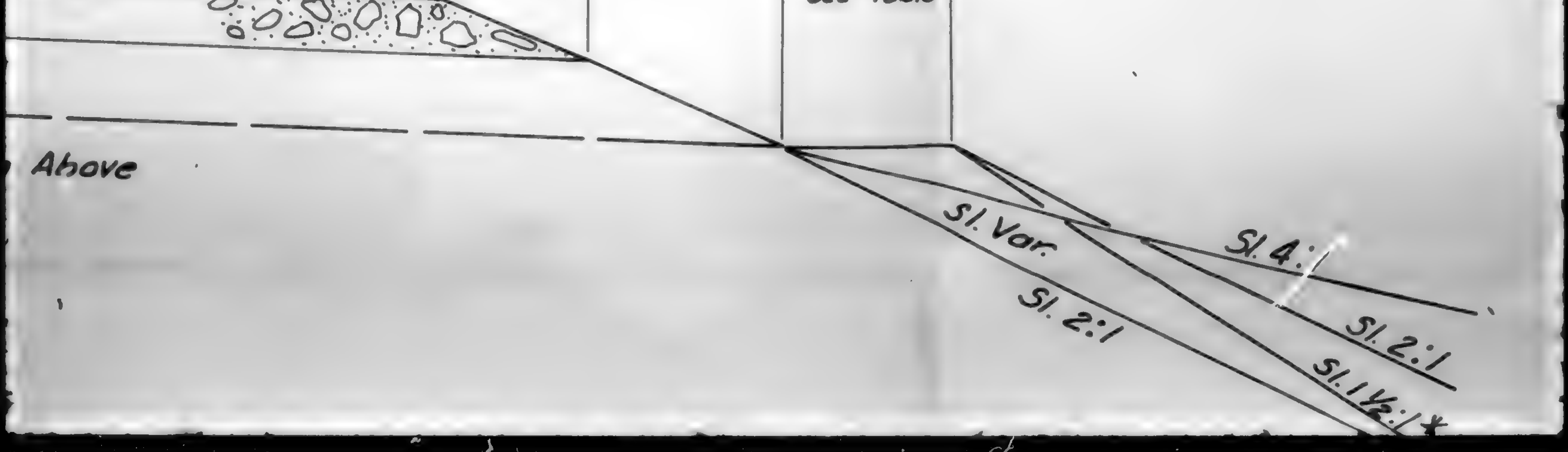

℄
31'
4½'
8'
11'
11'
1'
3'
1'

For Surfacing Details Not Shown See Section Above

STA. 276+00 To STA. 291+00


36' (in fills)
32' (in cuts)
11'
8' (in fills)
4' (in cuts)
4⁵'
4⁵'
ng Lane
sph. Conc. Surf.
Mix, Thickn. 3½"
Shldr Area
Future Oil Mat Wear. Surf.
Type O-11 Mod., Thickn. 1¼"
0.02'/ft.
Sl. 0.05'/ft.
Sl. 3/16:1
W
see table
Top Course Base
Comp Thickn {Under Oil – 2" (incl. binder)
On Shldr Area – Max. 3¼"
Sl. 4:1
Sl. Var.
Sl. 2:1
Sl. 1½:1 *

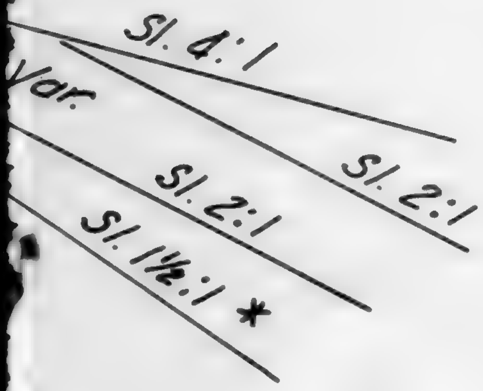
PER SECTION

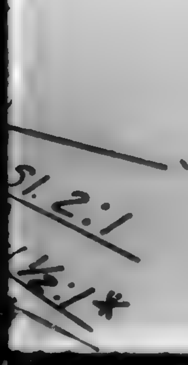

25'
8'
4⁵'
4⁵'
1'
W
See Table
Above
Sl. Var.
Sl. 2:1
Sl. 4:1
Sl. 2:1
Sl. 1½:1 *

BUENA VISTA WAYSIDE-CAPE SEBASTIAN SEC.
OREGON COAST HIGHWAY
CURRY COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		

PRELIMINARY COPY
MAY 27 1960
SUBJECT TO CHANGE
ROAD DESIGN SECTION





Extra Width Subgrade on Embankments
Not Required on Climbing Lane Side

Heigth	Extra Width "W" Ea. Side
12'-30'	2'
30'-50'	3'
50' & Over	4'

BUENA VISTA WAYSIDE-CAPE SEBASTIAN SEC.
OREGON COAST HIGHWAY
CURRY COUNTY

SHEET No. 2

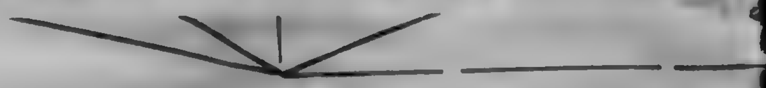
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

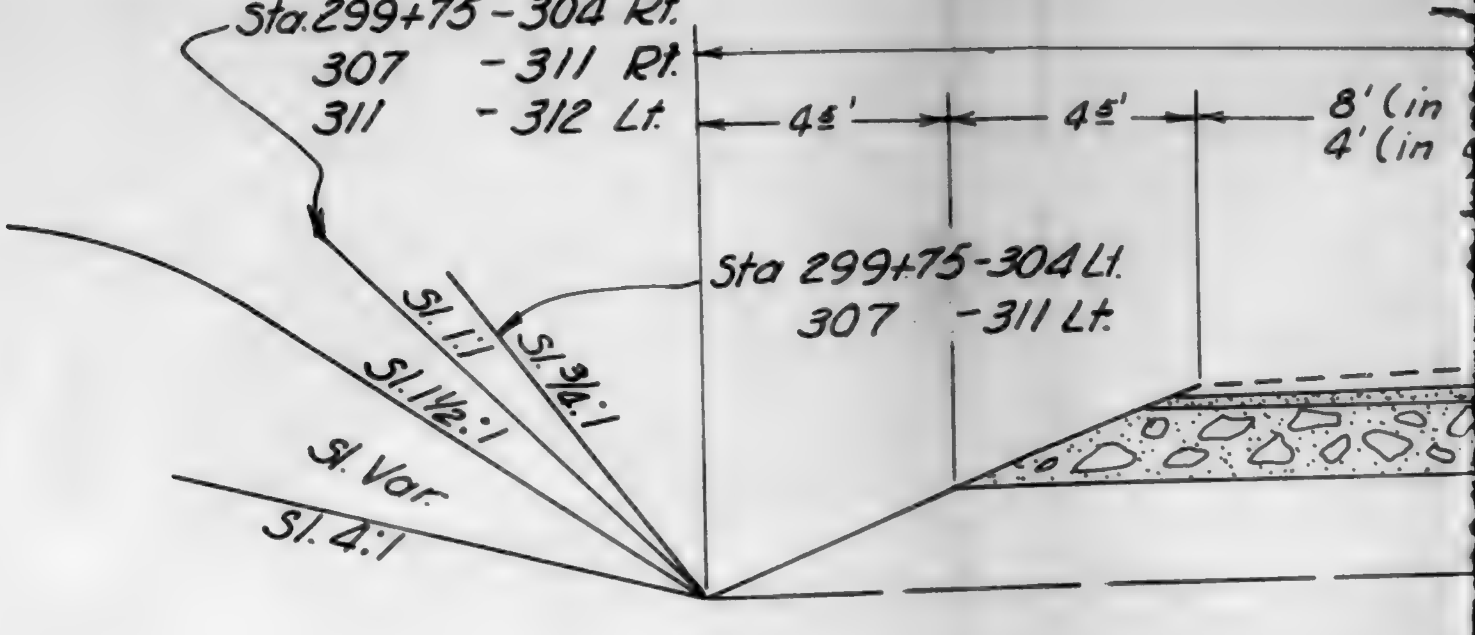
PRELIMINARY COPY
MAY 27 1960
SUBJECT TO CHANGE
ROAD DESIGN SECTION

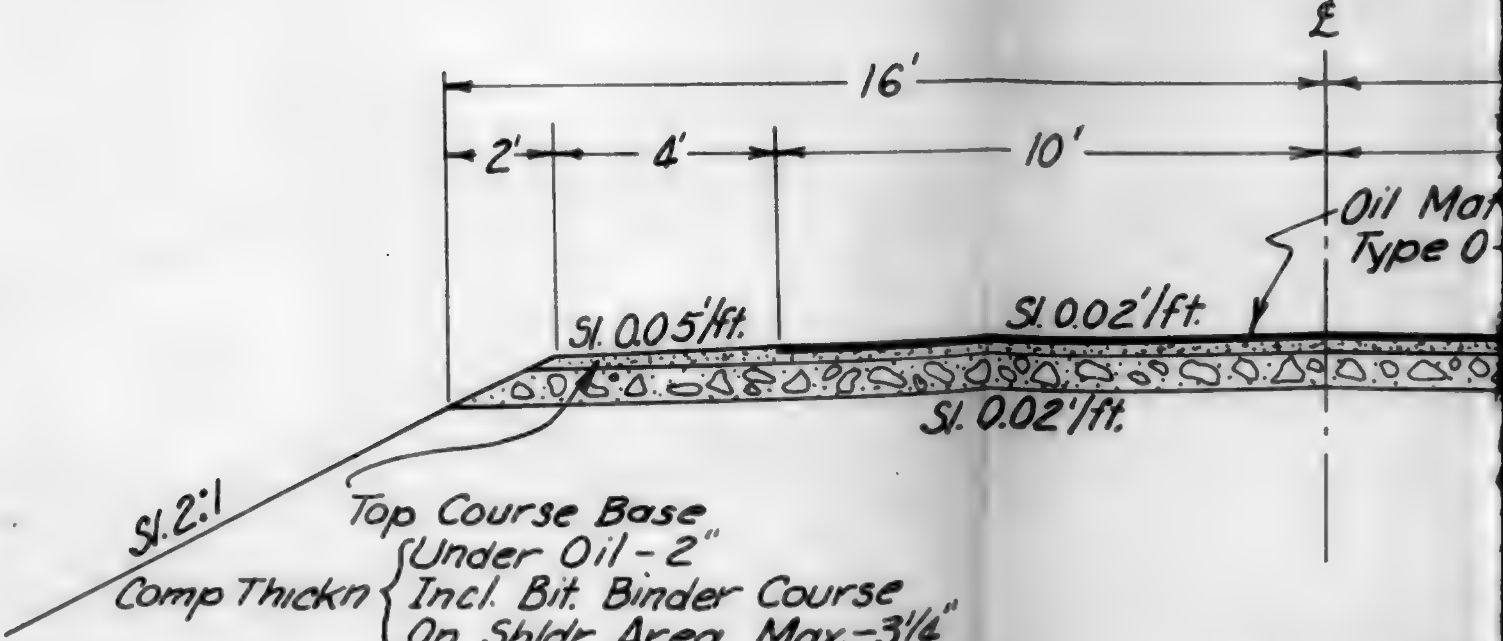
Sl. 2:1

Extra Width Subgrade on Embankments
Not Required on Climbing Lane Side

Heigth	Extra Width "W" Ea. Side
12'-30'	2'
30'-50'	3'
50' & Over	4'



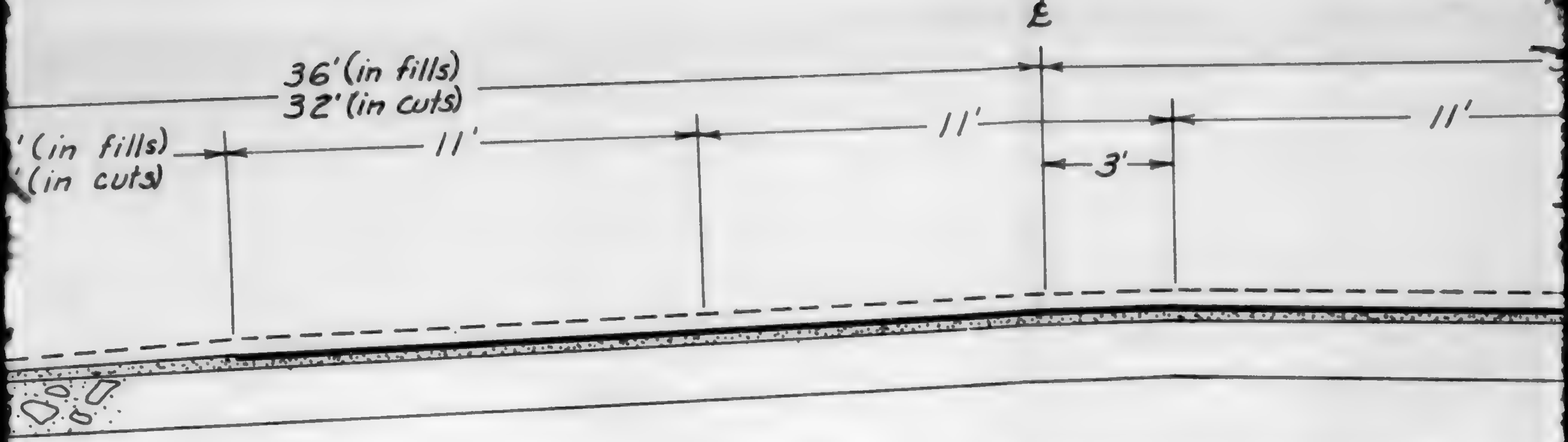

Sta.299+75 - 304 Rt.
307 - 311 Rt.
311 - 312 Lt.
4½'
4½'
8' (in
4' (in
Sta 299+75-304 Lt.
307 -311 Lt.
Sl. 1:1
Sl. 3/4:1
Sl. 1½:1
Sl. Var.
Sl. 4:1


℄
16'
2'
4'
10'
Oil Mat
Type 0-
Sl. 0.05'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 2:1
Top Course Base
Comp Thickn
Under Oil - 2"
Incl. Bit. Binder Course
On Shldr Area Max. - 3¼"

DETOUR

For Surfacing Details Not Shown See Section Above

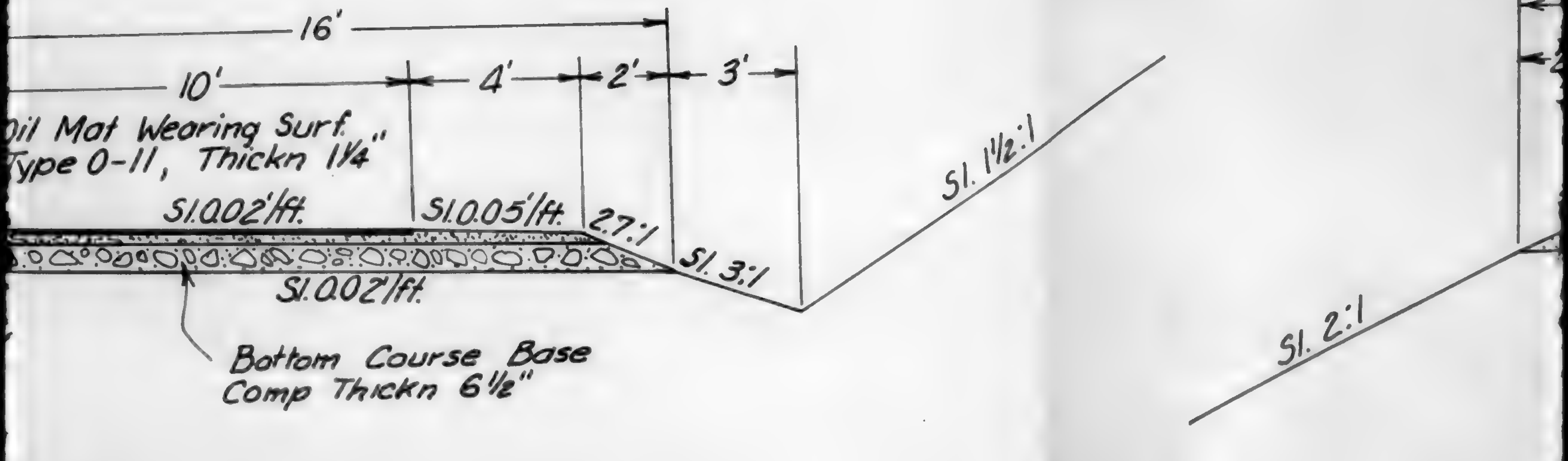
STA. 276+00 To STA. 291+00


℄
36' (in fills)
32' (in cuts)
' (in fills)
' (in cuts)
11'
11'
11'
3'

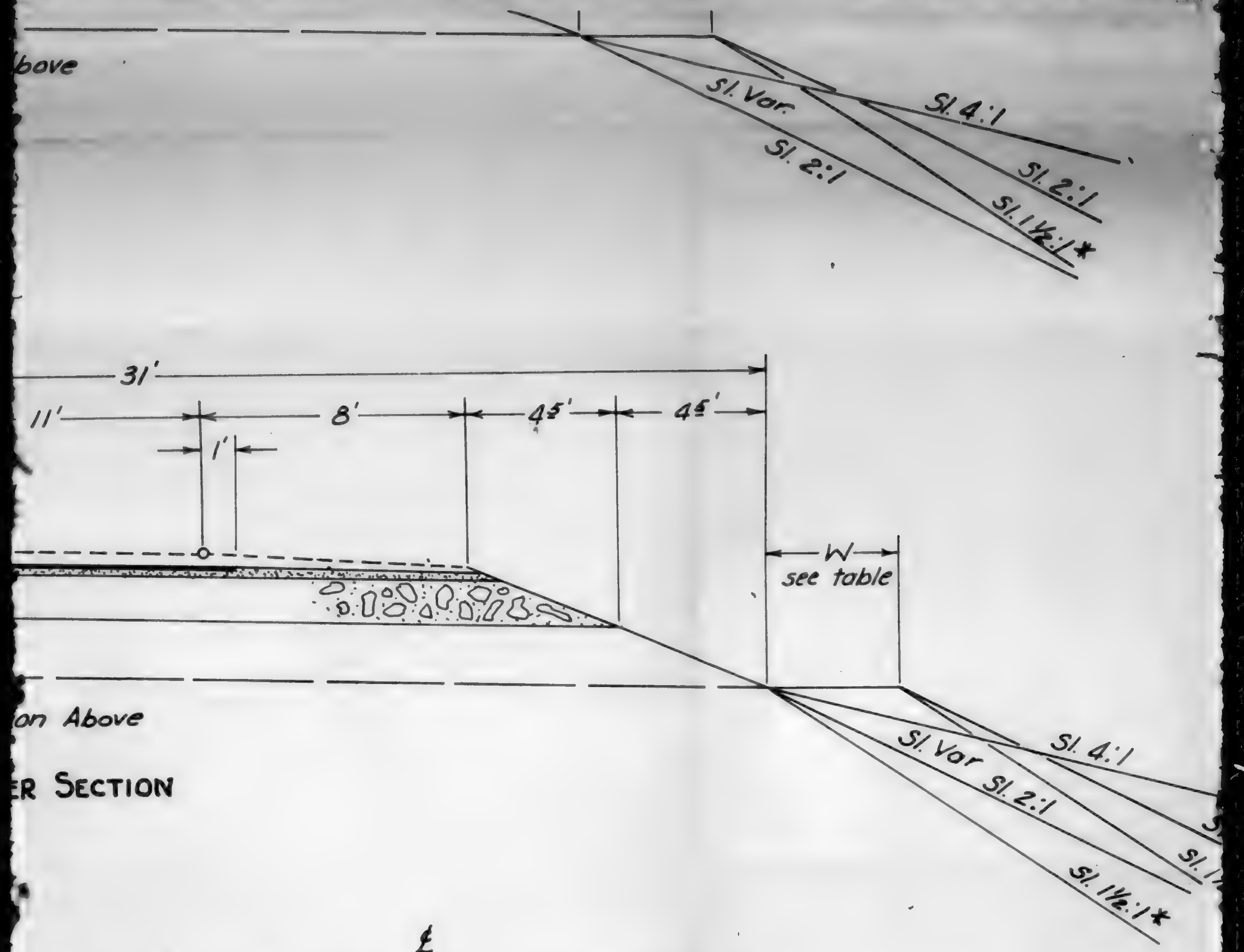
For Surfacing Details Not Shown See Section Abov

STA 291+00 To STA. 295+00 TAPER SECT

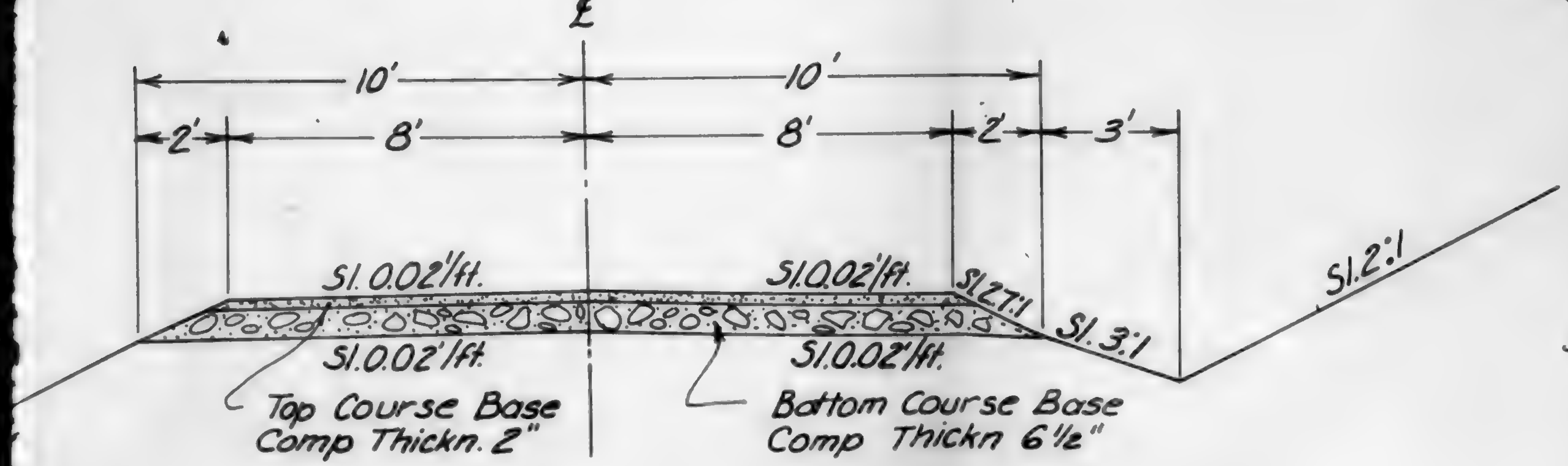
STA 295+00 To STA. 318+17


16'
10'
4'
2'
3'
il Mat Wearing Surf.
Type 0-11, Thickn 1¼"
Sl.0.02'/ft.
Sl.0.05'/ft.
2.7:1
Sl. 3:1
Sl. 1½:1
Sl.0.02'/ft.
Bottom Course Base
Comp Thickn 6½"
Sl. 2:1

OUR


bove
Sl. Var.
Sl. 4:1
Sl. 2:1
Sl. 2:1
Sl. 1½:1*
31'
11'
8'
4⁵'
4⁵'
1'
W
see table
ion Above
Sl. Var
Sl. 4:1
Sl. 2:1
Sl. 1½:1*

ER SECTION

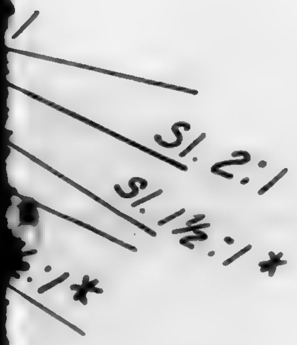

℄
10'
10'
2'
8'
8'
2'
3'
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 2.7:1
Sl. 2:1
Sl. 3:1
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Top Course Base
Comp Thickn. 2"
Bottom Course Base
Comp Thickn 6½"

ACCESS ROADS AND APPROACHES

Extra Width Subgrade on Embankments
Not Required on Climbing Lane Side

Heigth	Extra Width "W" Ea. Side
12'-30'	2'
30'-50'	3'
50' & Over	4'

* Sl. 1½:1 with Rock Blanket,
for location see Sheet 2 A



RECEIVED
JAN 28 1960
FOR FILING
Coast
[illegible]
101 - Design

January 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Your File 08-35.8-08

Dear Sir:

Reference is made to your letter of January 19 pertaining to the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway. We wish to apologize for the erroneous typical section as shown on Sheet 2A of the plans for this section and will correct the shoulder width adjacent to the climbing lane to agree with the Addendum "A" to the location prospectus, as outlined in your letter.

I quote a portion of page 133 of Technical Bulletin No. 19, revised: "In cases where grades are 3 per cent or over and break to flatter grades but which are still ascending, special study should be made and the problem discussed with the division engineer."

We wish to advise you that considerable study was given to the possibility of reducing the subject portion of a two-lane roadway width. The history of this section reveals an extremely high percentage of log truck versus other traffic at this point. The gradient is such that no decided acceleration can be expected from the trucks. The alignment has considerable horizontal curvature and we do not believe that a safe-merging operation could be built into the two-lane design.

For these reasons, it was decided that the additional cost of the proposed design was warranted.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

TE:jw fn
cc Mr. W. C. Williams

Mr. Tom Edwards

When replying, refer to
08-35.8-DB

408 State Highway Building
Salem, Oregon

January 19, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have made a preliminary review of the advance plans for the Buena Vista Wayside-Cape Sebastian Section of the Oregon Coast Highway and offer the following comments for your consideration.

The typical section shows an 8 foot shoulder adjacent to the climbing lanes, of which 2 feet will be paved. Addendum "A" to your location prospectus shows a 6 foot width of which 2 feet will be paved. We are unwilling to approve a width in excess of that previously approved in the addendum. Because of the extremely heavy grading on this project, you might wish to consider a 4 foot shoulder outside the 12 foot climbing lane instead of 6 foot. This would be in accordance with the AASHO Policy on Geometric Design of Rural Highways.

We also note that you carry the north bound climbing lane to a point opposite the south end of the south bound lane. Immediately south of this project there is some 7% grade which is the reason for the north bound traffic lane, however, there is a considerable length of flatter grades extending to the south end of the south bound lane. Your Manual of Instructions (page 133) provides that in cases such as this a special study will be made to determine the extent of the passing lane. Possibly a further study of this matter might indicate that a shorter north bound lane might be adequate and would result in a substantial saving.

Very truly yours,

C. G. Polk
Division Engineer

Viz
Discussed
With
me
C

CONSTRUCTION DIVISION
RECEIVED
JAN 20 1960
NOTED--☐☐☐☐☐
CE ACE ACE COE

S-262(5) Wrights Point-Narrows Section
Frenchglen Highway 1960
#5794

RECEIVED
DEC 26 1963
FORM E-30X 50M 3-63

FOR FILING

4-14

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1963

SUBJECT: Cinder Pit
Wrights Point-Narrows Section
Frenchglen Highway

To:

MEMO TO THE FILES

A Michael S. Mogan, Attorney at Law, Burns, Oregon, contacted the LaGrande Division office for copies of before and after "profiles" on a cinder pit of a client.

The Division Office requested an opinion on the propriety of furnishing these data to Mogan.

Our Legal Department advised that these "profiles" would fall under the classification of public records or public writings, and as such, copies must be furnished, according to law, to anyone making a request.

Mr. Mogan's client believed the contractor had removed cinders from the pit without permission. With this a point of issue, our Legal Department advised the contractors should be advised when the records are submitted to Mr. Mogan, and the reasons therefo. The LaGrande Division Office (Cannon) was contacted by phone on December 20 and instructed along these lines.

ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:fp

cc Lloyd Shaw
H. S. Coulter
F. C. McKinney

RECEIVED
DEC [illegible] 1963
OFFICE OF
[illegible] ENGINEER

RECEIVED
1961
FOR FILING

NOTED
W. C. WILLIAMS

September 25, 1961

FINAL COST ANLYSIS

Contractor: Earl McNutt Co.
Resident Engineer: L. C. Johnson

Frenchglen Highway

Wrights Point-Narrows
Contract No. 5794

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All	Lump	2,500.00	1,788.27	1,788.27	2,500.00
Drainage Excavation	132.90	Cu. Yd.	2.00	1.75	232.33	265.80
Special Borrow Excavation	128,677.30	Cu. Yd.	0.25	0.26	33,307.49	32,169.33
General Excavation	23,915.50	Cu. Yd.	0.21	0.30	7,194.35	5,022.26
Short Overhaul	43,108.00	Yd. Sta.	0.005	0.006	258.13	215.54
Long Overhaul	846.80	C-Yd. Sta.	0.30	0.35	297.76	254.04
Finish R.B. & Slopes	9.16	Mile	500.00	595.65	5,450.15	4,575.00
12" C.M.P.	300	Lin. Ft.	3.40	3.70	1,110.64	1,020.00
18" C.M.P.	824	Lin. Ft.	4.80	4.77	3,927.57	3,955.20
W-2 Guide Posts	250	Each	7.00	6.81	1,701.33	1,750.00
Select Cinder Topping	74,781.70	Cu. Yd.	0.98	0.93	69,821.79	73,286.07
3/4"-0 Mat'l in Level Course	17,139.11	Ton	1.90	1.90	32,564.31	32,564.31
Sprinkling	3,294.50	M-Gal.	3.00	2.60	8,543.57	9,883.50
Preparation of Base	9.16	Mile	150.00	150.00	1,372.50	1,372.50
3/4"-0 Mat'l in Binder	875	Cu. Yd.	2.90	2.90	2,537.50	2,537.50
Furnish & Place Aggregate	5,580	Cu. Yd.	4.00	4.00	22,320.00	22,320.00
RC-2 Asphalt	126.17	Ton	52.00	52.00	6,560.84	6,560.84
120-150 Asphalt	397.35	Ton	49.00	49.00	19,470.15	19,470.15
RS-1 Asphalt	114.71	Ton	52.00	52.00	5,964.92	5,964.92
Extra Oiling Approach	14	Each	25.00	25.00	350.00	350.00
Crushed Mat'l in Pile	1,857.70	Cu. Yd.	1.50	1.50	2,786.55	2,786.55
EW Flagging	All				614.12	353.12
					$227,878.23	$229,176.63

	Revenue	Cost	Profit	% Profit
Earl L. McNutt Co.	229,176.63	227,878.23	1,298.40	0.57

Note: See separate analysis for sub-contract on items 12, 13, 14, 15, 16, 101, 18, 19, 20.

DETAIL OF COST - Contract No. 5794

Labor:			
Labor (All)		$ 35,816.24	
Tax		2,988.85	
Welfare and Pension		2,005.71	
Travel Pay		968.00	$ 41,778.80
Material:			
12" Corr. Metal Pipe		817.87	
18" Corr. Metal Pipe		2,911.34	
Guide Posts		875.89	
Crushed Material		2,786.55	7,391.65
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		56,070.86	
Equipment Rental, Hired		9,639.37	
Gas and Oil		7,676.43	
Bond and P.L.-P.D. Insurance		1,586.71	
Freight		500.00	
Small Tools and Miscellaneous Supplies		500.00	
General Overhead and Home Office		5,500.00	81,473.37
Subcontractor:	J.C. Compton Co.	96,188.81	
Hired:	Merrill Gilbert	1,045.60	97,234.41
	TOTAL COST		$ 227,878.23

Remarks - Contract No. 5794

This was a "Federal Aid Secondary Project" for the construction and 0-11 oiling of 9.16 miles of roadbed on the Frenchglen Highway, beginning about 14 miles south of the city of Burns and ending at the Narrows Bridge approximately 23.2 miles south of Burns in Harney County.

The bid was received September 27, 1960, contract accepted September 29, 1960 and the contractor began operations October 24, 1960. Work continued until April 28, 1961. The period from April 3rd until April 28th was utilized for finish work, cleaning of slopes and ditches.

Jed Wilson was hired by the subcontractor, J.C. Compton, to crush the surfacing material. He moved in and started crushing October 24, 1960 and suspended operations December 21, 1960 to move to the I.O.N. Highway crushing job, returning February 22, 1961 and completing the crushing April 12, 1961. It became necessary to rescreen a portion of the 3/4"0 rock resulting in high crushing costs.

J.C. Compton began placing 3/4"-0 leveling material April 17, 1961 with about 1500 tons per 8-hour day being processed. Binder shooting was completed May 15th and first base course May 22nd, final seal being applied May 31st.

Progress was good throughout the job, mild winter weather permitted operations all winter except for a few days during the thawing period. Laying of cinder base was held up by rain for a few days. The small profit of 0.57% is attributed to very close bidding.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

RECEIVED
CT 4 1961
FOR FILING

September 25, ,1961

FINAL COST ANALYSIS

Wrights Point-Narrows
Contract No. 5794

Sub-Contractor: J.C. Compton
Resident Engineer: L.C. Johnson

Frenchglen Highway
Harney County

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Mat'l in Level Course	17,139.11	Ton	1.90	1.92	32,943.60	32,564.31
Sprinkling	1,555.70	M-Gal.	3.00	2.18	3,383.81	4,667.10
Preparation of Base	9.15	Mile	150.00	109.15	998.68	1,372.50
3/4"-0 Mat'l in Binder Course	875	Cu.Yd.	2.90	2.81	2,461.27	2,537.50
Furnish & Place Aggregate	5,580	Cu.Yd.	4.00	4.76	26,590.67	22,320.00
RC-2 Asphalt	126.17	Ton	52.00	48.16	6,076.18	6,560.84
120-150 Asphalt	397.35	Ton	49.00	44.37	17,629.27	19,470.15
RS-1 Asphalt	114.71	Ton	52.00	46.23	5,302.48	5,964.92
Oil Approaches	14	Each	25.00	16.59	232.29	350.00
Flagging	All				849.59	379.99
					$96,467.84	$96,188.81

Total Revenue	$ 96,188.81
Total Cost	96,467.84
Net Loss	$ 279.03

Net Loss equals 0.003% on Gross Revenue

DETAIL OF COST - Contract No. 5794

Labor:		
Labor (All)	$ 16,176.27	
Insurance, Welfare and Pension	3,297.61	$ 19,473.88
Material:		
RC-2 Asphalt	5,347.09	
120-150 Asphalt	15,448.97	
RS-1 Asphalt	4,663.74	25,459.80
Equipment Rental and Miscellaneous Expense:		
Equipment Rental, Owned	9,003.59	
Equipment Rental, Hired	6,621.71	
Gas and Oil	4,122.96	
Bond and Dues	815.12	
P.U.C.	385.43	
Small Tools and Miscellaneous Supplies	50.19	
Home Office and General Overhead	2,585.66	
Travel Expense	436.80	24,021.46
Hired Contractor:		
J.W. Wilson & Son	27,512.70	27,512.70
TOTAL COST		$ 96,467.84

Remarks - Contract No. 5794

Subcontractor J.C. Compton began placing 3/4"-0 leveling course April 17, 1961, processing about 1500 tons per 8-hour day. Weather caused some delay on the oiling, binder course was processed May 15, 1961, and the final seal applied May 31, 1961.

Trouble was encountered with the scales and it was necessary to change them. This, together with the delay encountered waiting for warmer temperatures to enable oiling, were contributing factors in the very slight loss of 0.003% on the gross revenue.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

[illegible]
OCT 4 1961
FOR FILING

Wrights Point-Narrows
Contract No. 5794

September 25, 1961

FINAL COST ANALYSIS

Hired Contractor: J. W. Wilson & Son
Resident Engineer: L. C. Johnson

Frenchglen Highway
Harney County

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Leveling Mat'l	17,139.11	Ton	0.90	1.76	30,092.67	15,425.20
3/4"-0 Binder Mat'l	875	Cu. Yd.	1.06	1.62	1,417.50	927.50
Oiling Aggregates	5,580	Cu. Yd.	2.00	1.98	11,054.33	11,160.00
Aggregates in Stockpile	1,857.70	Cu. Yd.	1.50	1.98	3,678.25	2,786.55
					$46,242.75	$27,512.70

Gross Revenue	$ 27,512.70
Total Cost	46,242.75
Net Loss	$ 18,730.05

Net Loss equals 68.08% of Gross Revenue

DETAIL OF COST - Contract No. 5794

Labor:		
Labor (All)	$ 18,069.83	
Insurance, Welfare and Pension	2,662.86	$ 20,732.69
Equipment Rental and Miscellaneous Expense:		
Equipment Rental, Owned	12,973.16	
Equipment Rental, Hired	2,964.12	
Gas and Oil	3,241.66	
Bond and Interest	1,365.87	
Royalty on Gravel	483.70	
P.L. and P.D. Insurance	327.50	
Move In (Equipment Only)	2,412.43	
P.U.C.	144.58	
Freight	45.29	
Home Office and General Overhead	990.63	
Small Tools and Miscellaneous Expense	561.12	25,510.06
TOTAL COST		$ 46,242.75

Remarks - Contract No. 5794

"Jed" W. Wilson & Son was hired by the subcontractor, J.C. Compton, to furnish the crushed rock for this project.

Jed Wilson moved the crushing plant in and began operations October 24, 1960. He suspended operations December 21, 1960 and moved the plant to Rome to crush material for the I.O.N. Highway, returning to the Frenchglen site February 22, 1961. Upon returning, it was found necessary for him to rescreen approximately 10,000 tons of formerly produced material and the rock production was not completed until April 12, 1961.

The pit used was not a designated site and was very poor. Production was slow because of the large amount of material handled. This, coupled with the rescreening, made a costly operation resulting in a heavy loss of 68.08% on the gross revenue.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

RECEIVED
SEP 22 1961
FOR FILING

[illegible]

5794

September 22, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5794 for grading-oiling the Wrights Point-Narrows Section of the Frenchglen Secondary Highway in Harney County was completed by the contractor, Earl L. McNutt Co., on June 27, 1961, and was formally accepted by the Highway Commission on July 28, 1961.

Final payment in the amount of $9,615.56 will be released to the contractor on or after September 29, 1961. The total contract amount is $229,176.63, of which amount $353.12 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Earl L. McNutt Co.,
351½ East Broadway
Eugene
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 21, 1961

Section Wrights Point - Narrows
Kind of work Grading & Oiling

Highway Frenchglen County Harney
Section prefix 113-1041

Contractor Earl L. McNutt
Contract number 5794

Date of contract September 29, 1960
Specified work days 130

Date work started October 24, 1960
Work days used 94

Project authorization $264,687.75
Exclusive of engineering $254,865.51
Per cent of time elapsed 72 %

Estimated cost of completed project, exclusive of engineering $226,497.83

Estimated per cent ~~overrun~~ or underrun 3 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $18,822.24

Engineering cost to date $13,500.00, 72 %
Date project was completed June 27, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate is complete and will be submitted on receipt of Contractor's wage certification.

CONSTRUCTION DIVISION
RECEIVED
JUL 24 1961
NOTED-- Z | y | B | |
CE ACE ACE COE

NOTED

NOTED
C. E. PAULSEN

Signed L. C. Johnson

Address 252 South Date Ave., Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.16	9.16		9.16	
Miles partially completed					
Miles completed	9.16	9.16		9.16	
Total estimated quantities (contract)	170,590	92,700		646 Tons 6,370 CY	
Total quantities corrected to date	152,528.2	91,901.05		638.23 Tons 6,455 CY	
Estimated quantities moved or placed to date	152,528.2	91,901.05		638.23 Tons 6,455 CY	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
JUL 3 1961
FOR FILING

[illegible]
5794

June 30, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 27, 1961, on Contract No. 5794, Wrights Point-Narrows Section, in Harney County, in connection with Federal Aid Project No. S-262(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

cc: Clarence G. Swenson

RECEIVED
OCT [illegible] 1960
FOR FILING

S-262(5)

5794

October 28, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 24, 1960, on Contract No. 5794, Wrights Point-Narrows Section, in Harney County, in connection with Federal Aid Project No. S-262(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:cr

Contract 5794 1-25-6.

Monthly transaction No. RECEIVED NOV - 2 1960	Form -2 (9-1) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. FOR FILING S 262 (5)	**FEDERAL-AID PROJECT AGREEMENT**	County **Harney**
		Project No. **S-262(5)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5794

Project termini

SR 205, 13 mi. S. Burns Jc. to Narrows
(Wrights Point-Narrows Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7-26-60	9.1
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 258,805	Federal funds $ 160,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **October 25, 1960**

USComm-DC 40257

October 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Wrights Point-Narrows Section, Project No. S-262(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

October 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Wrights Point-Narrows Section, Project No. S-262(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Enc.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-262(5)

WRIGHTS POINT-NARROWS SECTION OF THE FRENCHGLEN HIGHWAY IN HARNEY COUNTY

(estimate as a basis for project agreement. Based on low bid prices.)

Type Code 5231

Salem, Oregon, October 11, 1960

Roadway (Sta. 155+00 to Sta. 638+42-23+99)(Contract No. 5794)

Clearing and Grubbing	All	Required		$ 2,500.00
Drainage Excavation, Unclassified	190	cu.yds.	$ 2.00	380.00
Special Borrow Excavation, Unclassified	146,000	cu.yds.	0.25	36,500.00
General Excavation, Unclassified	24,400	cu.yds.	0.21	5,124.00
Short Overhaul	44,000	yd. stas.	0.005	220.00
Long Overhaul	920	C-yd.stas.	0.30	276.00
Finishing Roadbed and Slopes	9.16	miles	500.00	4,580.00
12-inch Corrugated Metal Pipe	500	lin.ft.	3.40	1,700.00
18-inch Corrugated Metal Pipe	1,260	lin.ft.	4.80	6,048.00
Guide Posts, Type W-2	260	only	7.00	1,820.00
Selected Cinder Topping	74,600	cu.yds.	0.98	73,108.00
3/4" - 0 Material in Leveling Course	18,100	tons	1.90	34,390.00
Sprinkling	2,920	M-gals.	3.00	8,760.00
Preparation of Base	9.16	miles	150.00	1,374.00
3/4" - 0 Material in Binder Course	840	cu.yds.	2.90	2,436.00
Furnishing and Placing Aggregates	5,530	cu.yds.	4.00	22,120.00
MC-2 Asphalt	130	tons	52.00	6,760.00
120-150 Asphalt	400	tons	49.00	19,600.00
RS-1 Asphalt	116	tons	52.00	6,032.00
Extra for Oiling Approaches	18	only	25.00	450.00
				$234,178.00
Flagging (57½% of Contractor's Cost)	All	Required		800.00
Signing	All	Required		300.00
	Subtotal			$235,278.00
	10%	Engr. & Cont.		23,527.00
		Total		$258,805.00

Length of Roadway - - - - - - - - - - - 9.156 Miles
Cost of Roadway Per Mile- - - - - - - - $28,266.16

Federal Funds -	$160,000.00
State Funds -	98,805.00
	$258,805.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds For Maint: Chap. 529, laws 1939

FORM E-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
OCT 31 1960
FOR FILING
5-262(5)
5794

October 21, 1960

Earl L. McNutt Co.,
351½ East Broadway
Eugene
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5794, awarded September 29, 1960, for grading-oiling the Wrights Point-Narrows Section of the Frenchglen Secondary Highway in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

I-5-3(18) Coast Fork Willamette River- 1960
175 Cottage Grove Sec., Pacific Hwy.
#5795 (Grad. & Struct.)

RECEIVED
FEB 15 1965
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

February 10, 1965

08-35.5

A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
Administrative Manager

Original signed by
L. R. Backlund
Admin. Manager

Federal-aid Project No. I-5-3(18)175

Voucher No. 15-Final

The referenced voucher has been approved for payment in the amount submitted.

Original To Young
2-15-65

NOTED
LLOYD P. SHAW

RECEIVED
JAN 5 - 1965
FOR FILING

5795

January 4, 1965

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment for $3,799.94 will be made to Roy L. Houck Sons' Corporation on Contract No. 5795 for grading and structures on the Coast Fork Willamette River-Cottage Grove Section of the Pacific Highway in Lane County, as soon as the warrant is prepared.

The total amount paid on this contract will be $657,572.34, including the post-final payment. Of the total, $10,466.99 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Roy L. Houck Sons' Corp.
1585 20th Street, N. E.
Salem, Oregon

C.H. Maison
Attn: John Herr

Date: 12-30-64

Floyd Query
Commission Secretary

A voucher has been prepared to pay

Contract No. 5795, Est. No. 21 Post Final, Date: to 12/13, Amt. $3,799.94

Contractor Roy L. Houck Sons' Corporation

Totals to date: Paid to contractor $ 657,572.34

Amount of force account $ 10,466.99

Amount of retained percentage $

Claims Section
Accounting Division

10/64

RECEIVED
DEC 21 1964

FOR FILING

[illegible]
5795

December 18, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 7, covering settlement of contractor's claims on the Coast Fork Willamette River-Cottage Grove Section of the Pacific Highway in Lane County, Contract No. 5795 in connection with Federal-Aid Project No. I-5-3(18)175.

This agreement is to document the settlement of all outstanding claims against the project.

This agreement was verbally approved by the BPR for participation in the amount of $3,230.85, but will not participate in the balance of $569.09 which resulted from a staking error.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
Enc.

RECEIVED
DEC 28 1964
FOR FILING

FORM E-30X—90M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1964

SUBJECT: Outstanding Claims
Coast Fork Willamette River-
Cottage Grove Section
Pacific Highway
Contract No. 5795

To:

Mr. L. H. Young
Office Engineer
BUILDING

Price Agreement No. 7, a lump sum in the amount of $3,799.94 for settlement of all outstanding claims on the subject project, has been signed by the contractor and is attached for your further handling.

This matter has been discussed with the Bureau of Public Roads. They will approve an amount of $3,230.85, but will not participate in the balance of $569.09 which resulted from a staking error.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:fp
Attach.
cc L. P. Shaw
L. R. Chandler

NOTED
LLOYD P. SHAW

RECEIVED
DEC 28 1964
FOR FILING

Form A-100-4M

577

STATE COPY

NOTED

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date DEC 21 1964 By
Title Acting Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name	Coast Fork Willamette River-Cottage Grove	Date	November 24, 1964
Highway	Pacific	Contract No.	5795
County	Lane	Prefix	620-1068
Contractor	Roy L. Houck Sons' Corp.	F. A. Project No.	I-5-3(18)175 P & N
Address	1585 20th Street N.E., Salem, Oregon	Price Agreement No.	7

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Locations by station numbers:

Names of pay items, estimated quantities and agreed prices:

Lump sum settlement of all outstanding claims on this contract

Lump Sum $3,799.94

Specifications, basis of measurement and other provisions:

BPR ENDORSEMENT:

Approval limited to $3,230.85.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$767,133.28
Present estimate of project cost, including $3,799.94 for work under this order	$721,907.88
Expected under-run XXXXXXX (amount)	$45,225.40
Expected under-run XXXXXXX (per cent)	5.90

Space to right of this line is for use of Salem Office

Submitted by: ______ Resident Engineer

Approval Recommended: ______ Division Engineer

Approval Recommended: /s/ G. L. Decker Asst. Construction Engineer or Bridge Engineer

Signed /s/ C. P. Houck Contractor
Roy L. Houck Sons' Corp.
P. O. Box 671, Salem, Oregon

Approved: /s/ L. H. Young
Office Engineer.

State Printing

Copy to Young
12-28-64

RECEIVED
DEC 1 1964

FOR FILING

FORM [illegible]
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 24, 1964

Roy L. Houck Sons' Corporation
1585 - 20th Street, N. E.
Salem, Oregon

Re: Outstanding Claims
Coast Fork Willamette River-Cottage Grove Section
Contract No. 5795

Gentlemen:

By letter of January 23, 1964, our Roseburg Division office, after previous discussions with you on the subject, submitted a lump sum Price Agreement in the amount of $3,170.44 as settlement for all outstanding claims on the subject project.

By letter of January 27, 1964 to the Roseburg Division office you requested breakdown information on the above offer of settlement. In this letter a difference of $723.66 from your submitted amount was noted.

By letter of January 29, 1964 the Roseburg office supplied you with a breakdown as follows:

Work at Brown Creek Undercrossing:

390 cu. yds. of wet excavation	@$3.50	$1,365.00
89 cu. yds. Exc. in confined area	@$2.50	222.50
1712 cu. yds. regular Emb.	@$0.36	616.32
Blasting Rock in outlet ditch		189.36
Sandbagging and pumping		208.17
Extra because of Staking Error		569.09
	TOTAL	$3,170.44

NOTED
LLOYD P. SHAW

By letters of February 4, 1964 to both the Division office and the Salem Construction Office you declared the offer of settlement to be unacceptable with request for review by the Construction Division.

On March 12, 1964, G. L. Decker, Assistant Construction Engineer, called James E. Houck to discuss the matter, pointing out (1) the issues involved were highly controversial, (2) the claims had been reviewed by the Construction Division, and further meetings would be of doubtful benefit. After discussion it was suggested the Roy L. Houck Sons' Corporation review their stand and approve the lump sum Price Agreement in the amount of $3,170.44 for settlement of all outstanding claims.

However, a further meeting was requested and held in the Salem Construction Office on July 16, 1964.

All items of claim have again been carefully reviewed. It is found the only changes that can be justified would be an increase in the unit prices for the 390 cu. yds. of wet excavation (from $3.50 per yd. to $5.00 per yd.) and the 89 cu. yds. of excavation in a confined area (from $2.50 per yd. to $3.00 per yd.).

With these new figures we are resubmitting herewith a lump sum Price Agreement for settlement of all outstanding claims in the revised amount of $3,799.94. It is hoped this revised settlement figure meets with your approval which will bring this matter to a close. If so, will you please sign all copies of the Price Agreement and return to this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm
encs.

cc: L. P. Shaw
L. H. Young
L. R. Chandler

RECEIVED
AUG - 3 1964

July 31, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Const Fk. Willamette R.-Divide
Project No. I-5-3(19)169
Const Fk. Will. R.-Cottage Grove
Project No. I-5-3(18)175
R/W File No. 21221

Dear Sir:

We are sending two copies of revised right of way plans, sheets Nos. 8 and 9 and revised construction plans sheet No. 10 for the above-mentioned projects.

This parcel relinquishment was approved in your July 27, 1964 letter. As no federal funds were received for this area, no credit will be given this project.

We expect one copy each returned approved for our files if found to be satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:kc
cc: D. H. Moehring

RECEIVED
JAN 28 1964
FOR FILING

FORM E-30X 80M 8-63 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1964

SUBJECT: Coast Fork Willamette River-
Cottage Grove Section
Pacific Highway
Contract No. 5795

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128,
Roseburg, Oregon

Attention: Mr. L. W. Rulien

This office concurs in your recommendation to reject claims 1 and 3 as submitted by the contractor and the offer of a lump sum settlement for clain 2 (extra work as a result of staking error) and claim 4 (extra work resulting from lowering grade under the Brown Creek Road Overpass).

Our Cost Section has prepared for consideration (see attached sheet) a different approach to computing the haul in one half loads across the Gettings Creek structure outlined in claim 2. This should be reviewed for applicability by you, and if proper, would reduce the amount of this claim by $154.80.

The amount then to be offered the contractor for final settlement of all claims would be either $3,292.80 or $3,138.00.

The package of data from your files pertaining to this claim is returned herewith.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

GLD:fp
Attach.
cc Lloyd Shaw
L. H. Young

RECEIVED
JAN 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 100M 4-62
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KEN[illegible] MEMBER
WAS[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
NOV 18 1963
FOR FILING

[illegible]

5796

November 15, 1963

Roy L. Houck Sons' Corp.
1585 20th Street, N.E.
Salem, Oregon

Gentlemen:

In my letter of October 29, I advised you of an overpayment in the amount of $104, contract No. 5795 and requested reimbursement.

I would appreciate a reply.

Very truly yours,

C. H. Maison
Controller

CHM:jc

cc: L. P. Shaw ✓
L. H. Young
I. D. Merchant
F. D. Morgan
T. E. Boehme
J. G. Herr

NOTED
LLOYD P. SHAW

NOV 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 4 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 29, 1963

Roy L. Houck Sons' Corp.
1585 20th Street, N.E.
Salem, Oregon

Re: Coast Fork Willamette River-
Cottage Grove
Contract No. 5795

Gentlemen:

Our warrant No. 110715 in the amount of $34,845.88 representing final payment on the subject contract included payment of $104.00 for 26' of 8" metal drain pipe (item 41).

Our warrant No. 744445 in the amount of $2,801.58 covering payment for estimate No. 13 also included the payment of $104.00 (item 50) for the same 26' metal drain pipe.

May we have your check in the amount of $104.00 to reimburse the State of Oregon for the over-payment of this item.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Controller

CHM:jc

cc: L. P. Shaw
L. H. Young
I. D. Merchant
F. D. Morgan
T. E. Boehme
J. G. Herr

NOTED
LLOYD P. SHAW

RECEIVED
OCT 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 28 1963
FOR FILING

5794

Salem, Oregon
October 28, 1963

Coast Fork-Willamette River
Contract No. 5795

Mr. C. H. Maison
Auditor

OFFICE

A final voucher for the subject-named project was paid to Ray Houck & Sons Construction Company on March 22, 1963. It was in the amount of $34,445.66. It has subsequently developed that there was an overpayment in this voucher of $104.00 for 26' of 8" metal drain pipe. The metal drain pipe was paid for under Item 41 of the contract and was also paid for on Item 90. The pipe in question was installed on Bridge No. 7829A (Row River Bridge). This error was revealed at the time the final voucher was being prepared for submission to the Bureau of Public Roads.

I believe it is in order to call this overpayment to the attention of the contractor and request restitution.

L. H. Young
Office Engineer

LHY:mb
cc: Lloyd P. Shaw
Ivan Merchant
F. D. Morgan
T. Boehme

RECEIVED
SEP 17 1963

FOR FILING

5795

September 16, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Coast Fork Willamette River-Cottage Grove Section of the Pacific Highway, Contract No. 5795, Project No. I-5-3(18)175 in Lane County, was completed August 25, 1963.

This work was authorized by Order for State Work No. 3 dated July 31, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DH:sea
cc: J. W. Nash

RECEIVED
MAR 7 - 1963

FOR FILING

I-5-3(H) [illegible]

5795

March 7, 1963

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Revised Amounts on Contract

Gentlemen:

On February 27, 1963, you were notified of the release of final payment on contract #5795, awarded to Roy L. Houck Sons' Corp., for grading-structures on the Coast Fork Willamette River-Cottage Grove Section of Pacific Highway in Lane County.

The revised amounts read as follows: final payment on this contract is $34,845.88 and the total contract amount is $653,305.41, including $10,466.99 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
FEB 18 1963

FOR FILING

I-5-3 (12)195

[illegible]

9

February 15, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed December 13, 1962, on Contract 5795. The contract was with Roy L. Houck Sons' Corporation and was for grading and structures on the Coast Fork Willamette River-Cottage Grove Section of the Pacific Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 14, 1963, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

RECEIVED
JAN 16 1963
FOR FILING

5795

Salem, Oregon
January 15, 1963

Completion of Project

Mr. F. D. Morgan
Construction Engineer
OFFICE

This is to advise you that work was completed on December 13, 1962, on Contract No. 5795, Coast Fork Willamette River-Cottage Grove Section in Lane County.

We request that your office return a signed copy of this letter listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:________________

Conditions noted on above date:

Construction Engineer

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan 12, 1963, 19

Section Coast Fork Willamette River-Cottage Grove

Kind of work Grading & Structures

Highway Pacific County Lane

Section prefix 620-1068

Contractor Roy L. Houck Sons' Corp

Contract number 5795

Date of contract Sept. 30, 1960, 19

Specified work days 150

Date work started Oct. 5, 1960, 19

Work days used 150

Project authorization $767,133.28

Exclusive of engineering $712,582.58

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $659,343.64

Estimated per cent ~~overrun~~ or underrun . . . . 7.6 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization $54,551.58

Engineering cost to date $57,439.04, 105 %

Date project was completed Dec. 13, 1962, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate was shipped from this office Jan. 7, 1963

NOTED

CONSTRUCTION DIVISION
RECEIVED
JAN 14 1963
NOTED

CB

NOTED
LLOYD P. SHAW

Signed C. C. Gale

Address 1410 Orchard St., Eugene, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.3				
Miles partially completed	all				
Miles completed	"				
Total estimated quantities (contract)	511,700				
Total quantities corrected to date	467,895				
Estimated quantities moved or placed to date	all				
Average daily quantities					
Average daily quantities necessary to complete project on time	complete				
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fog & cold all day		
Tuesday	fog AM fair PM		
Wednesday	cldy - some shwrs on the job		
Thursday	clear & cold		
Friday	clear-cold 15° above last night		
Saturday	clear & cold 12° above last night		

RECEIVED
DEC 18 1962
FOR FILING

5795

December 17, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 13, 1962, on Contract No. 5795, Coast Fork, Willamette River-Cottage Grove Section in Lane County, in connection with Federal-aid Project No. I-5-3(18)175.

We request that your office inspect the contract work and return a signed copy of this letter listing any conditions below which would prevent your final acceptance of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement   Date:____________________

Conditions noted on above date:

A. M. Parsons
Division Engineer

DBP:mmb
cc: H. S. Cox

RECEIVED
DEC 18 1962
FOR FILING

5795

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 14, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

This is to advise you of our proposal to open the Interstate Highway between Cottage Grove and Divide as soon as certain construction features are completed. It is our plan to pave with asphaltic concrete, approximately 2 inches of depth, temporary connections at Goshen Interchange, Creswell Interchange and Cottage Grove Interchange. We anticipate that this two inches will be utilized as the base course for the future asphaltic concrete through these areas.

We have given instructions to our contractor, Roy L. Houck Sons', Inc., a copy of which is enclosed, to pave the areas aforementioned and also to prepare the shoulders throughout the project by proper rolling and placement of aggregate for paving. After the shoulders have been brought to a suitable condition for paving, we will then, on force account basis, pull some of the 3/4 material up against the edge of the portland cement concrete slab to eliminate the vertical dropoff. It is not our intent to pave the shoulders at this time due to unsuitable paving weather. Next spring, when weather permits, the shoulders will be reshaped and paved. By scheduling our operations in this manner, we feel that there will be no compromising of our specifications.

The necessary temporary signing and delineating will be placed and removed by State Forces. Upon the resuming of work next spring, the traffic will be routed back onto the existing southbound lanes.

We are making a special effort to open this section due to the hazardous traffic situation which exists. The traffic accident record through this area compared to the Belts Road-Q Street Interchange during the period when it was open to traffic with gravel shoulders, shows an accident rate of 1.51 with 2 fatalities on the Goshen-Cottage Grove Section against 0.79 and no fatalities on the Belts Road-Q Street Section. Also, from January 1, 1961 to November 30, 1962, 9 fatal accidents with 11 fatalities have occurred on the Goshen-Cottage Grove Section. This record leads us to feel that any action taken to alleviate the conditions which cause these accidents justifies the additional costs involved.

Very truly yours,

F. D. Morgan
Construction Engineer

By

J. F. Putnam
Assistant Construction Engineer

Enc.

JFP:bjh:fp

cc R. L. Porter ✓
L. R. Chandler

RECEIVED
DEC 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
30 1962

477 Cottage Street N.E.
Salem, Oregon

August 27, 1962

FOR

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

5115

A. W. Parsons, Division Engineer
Salem, Oregon

Coast Fork Willamette River - Cottage Grove
I-5-3(18)175
Order for State Force Work No. 3

Reference is made to your letter dated August 22, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Attach.

NOTED
R. L. PORTER

original To Young
with attachment

8 30 62

RECEIVED
AUG 23 1962
FOR FILING

August 22, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Forces Work No. 3, Account No. 21-[illegible], covering seeding and mulching on the Coast Fork Willamette River-Cottage Grove Section of the Pacific Highway in Lane County, Contract No. [illegible], in connection with Federal Aid Project No. I-5-3(10)[illegible].

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $[illegible].00, with Federal participation of $[illegible].00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

DBP:mmb
Att.

RECEIVED
DEC 7 1961
FOR FILING

5795

December 3, 1961

Oregon Bureau of Labor
Labor and Industries Building
Salem, Oregon

Attention: Mr. Quintin B. Estell
Asst. Attorney General

Gentlemen:

This is to acknowledge receipt of your letter of November 29 and attached claims of Rolland Higgins, in various amounts, for labor for Dale Clarenbeuse, subcontractor, for Roy L. Houck Sons' Corporation.

We have received a letter from the Secretary of State, dated November 29, 1961, informing us that these claims have been filed in his office on the following Roy L. Houck Sons' Corporation contracts: Nos. 5478, 5574, 5592, 5627, 5788, 5608, 5795, and 5612.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
dc

RECEIVED
DEC 7 1961
FOR FILING

5795

December 5, 1961

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Attached are copies of claims which have been filed with the Secretary of State by the Oregon Bureau of Labor for wages due Rolland Higgins, laborer for Dale Clarambeau, subcontractor for Roy L. Houck Sons' Corporation, prime contractor. These appear to be in connection with the following State Highway Contracts with Roy L. Houck Sons' Corporation:

Contract No. 5627, Jackson County - $ 23.26 plus interest
Contract No. 5795, Lane County - $ 220.00 " "
Contract No. 5812, Douglas County - $1,067.00 " "
Contract No. 5592, Lane County - $ 553.77 " "
Contract No. 5573, Lane County - $ 278.37 " "
Contract No. 5478, Linn County - $ 551.27 " "
Contract No. 5788, Lane County - $ 39.81 " "
Contract No. 5608, Jackson County - $ 81.68 " "

We provide this information as your company appears as surety on the performance bonds furnished with these contracts.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Huggins Insurance Agency
373 North Church Street
Salem, Oregon

NOTED ON CARD

Roy L. Houck Sons' Corporation
1585 - 20th Street N. E.
Salem, Oregon

Commissioners
Mr. Forrest Cooper

CWH:fp

NORMAN O. NILSEN
COMMISSIONER

OFFICES
SALEM, OREGON
PORTLAND, OREGON

STATE OF OREGON
BUREAU OF LABOR

OFFICE OF THE COMMISSIONER
LABOR AND INDUSTRIES BUILDING, SALEM 10, OREGON

November 29, 1961

TO THE STATE OF OREGON AND TO THE STATE OF OREGON
BY AND THROUGH THE STATE HIGHWAY COMMISSION:

Notice is hereby given that the undersigned, Norman O. Nilsen, as an assignee, as Commissioner of the Bureau of Labor, has a claim for wages due for labor performed by Rolland Higgins between May 27, 1961, and June 17, 1961, as a laborer for Dale Clarambeau, a subcontractor for Roy L. Houck Sons' Corporation, in the sum of $220.00, together with interest thereon at the rate of 6% per annum from June 17, 1961, until paid, against the bond taken from Roy L. Houck Sons' Corporation and General Insurance Company of America for work of highway construction, grading and structures, of Pacific Highway in Lane County, of that certain section known as Coast Fork Willamette River-Cottage Grove, Oregon State Highway Commission Contract No. 5795, awarded September 29, 1960, for the State of Oregon, by and through the State Highway Commission.

Dated this 29 day of November, 1961.

Norman O. Nilsen, Commissioner
Oregon Bureau of Labor

By
QUINTIN B. ESTELL
Deputy Commissioner

qbe:cj
Duplicate Originals: Secretary of State
Oregon State Highway Commission
Roy Houck Sons' Corporation
General Insurance Company of America

File #3888

FILED
NOV 29 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
NOV 24 1961
FOR FILING

5795

November 24, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Further reference is made to your letters of October 27, and November 15, and our letter of November 2, 1961, concerning a payroll discrepancy on Contract 5795, Project I-5-3(18)175.

There is enclosed herewith a copy of a letter and a copy of a daily time slip the originals of which were submitted by Ray L. Houck Sons' Corporation and which to us are self-explanatory. We think this closes the matter but if you feel additional investigation is warranted please advise and we will consider any request you may care to make.

As to Mr. Edwards' letter of February 19, 1959, this is to advise that the instructions contained therein are being followed. Also the regulations contained in your PPM 20-10.1 are being complied with. Any system of payroll checking and spot checks by interviewing employees of the contractor could miss situations of this kind and we again request your cooperation in reporting to us as promptly as possible any wage rate violation or discrepancy that might come to your attention.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

cc: Forrest Cooper
Tom Edwards

RECEIVED
DEC 5 1961
FOR FILING

[illegible]

5795

November 20, 1961

Mr. N. O. Nilsen, Commissioner
Oregon Bureau of Labor
115 Labor & Industries Building
Salem 10, Oregon

Attention: Quinton B. Estell, Deputy Commissioner

Dear Mr. Nilsen:

This is to acknowledge receipt of your Affidavit dated November 17, 1961 requesting certified copies of contracts and bonds covering various Roy L. Houck contracts.

As requested, we are attaching certified copies of the following contracts: Nos. 5478, 5573, 5392, 5627, 5788, 5608, 5795, and 5812.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

ENC.

CWM:jh

affidavit attached to #5478

NOTED ON CARD
LC

RECEIVED
NOV 21 1961
FOR FILING

November 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering the construction of concrete paving on a farm road undercrossing on the Coast Fork Willamette River-Cottage Grove Section of the Pacific Highway in Lane County, Contract No. 5795, in connection with Federal Aid Project No. I-5-3(18)175.

It was necessary to lower the grade of the farm road undercrossing to obtain the 12-foot clearance specified in the option. The elevation of the surfacing (in place) and roadside ditch are the same in the low sections. This, and springs on the opposite side, have made the subgrade unstable.

It is proposed to place 155 feet of reinforced Portland cement concrete paving in lieu of asphaltic concrete over the section to provide an adequate farm crossing road.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
17 1961
FOR FIL[illegible]
5795

477 Cottage Street, N.E.
Salem, Oregon

November 15, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-5-3(18)175
Contract 5795
Coast Fork Willamette River-Cottage Grove Section

Reference is to R. L. Porter's November 2, 1961 letter answering our letter of October 27, relative to a payroll discrepancy on the above project.

We are particularily concerned with the working of the last two sentences of your letter. The inference that we receive is that the State does not check the payrolls but rather depends upon the Bureau to do so and then to call any discrepancies to your attention.

Since labor requirements are included in the Special Provisions of the contract it is as much your responsibility to enforce these requirements as it is to enforce specifications covering bid items. These duties were recognized by the State and to implement them a memorandum dated February 19, 1959 by Tom Edwards to all Division Engineers outlined the steps to be taken by field crews in connection with payrolls. We now desire that you formally advise this office as to whether or not Mr. Edwards' instructions are being followed.

For your information the payroll covering the case in point was received in this office on September 29, 1961. For your further information we do not check contractor payrolls except on a limited sampling basis.

orig to Porter

RECEIVED
NOV 2 1961

FOR FILING

5795

November 2, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to Mr. Martin's letter of October 27, 1961, calling our attention to a payroll discrepancy on Project 1-5-3(18)175, the Coast Fork Willamette River-Cottage Grove Section. This is Contract 5795 and the contractor is Roy L. Houck Sons' Corporation. The matter will be investigated by the construction division and you will be notified of their findings and any action that may be taken.

We have no record of when the contractor's payroll covering August 29, 1961 was submitted to you, but I am told that he usually gets them to us within one or two weeks. If this is the case we wonder why there was a delay of practically two months before calling the discrepancy to our attention. If you have knowledge of similar things in the future our task will be made much easier if we can take corrective action as soon as possible after the discrepancy is discovered.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:lt

cc: Tom Edwards
Forrest Cooper

RECEIVED
NOV 1 1961
FOR FILING
1
5795

477 Cottage Street, N.E.
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

October 27, 1961

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

By:
M. E. Martin
Acting Division Engineer

Oregon Project I-5-3(18)175
Coast Fork Willamette River-Cottage Grove
Minimum Wage Rates

Mr. W. A. Gifford, employee of prime contractor R. L. Houck Sons' Corporation was interviewed for minimum wage rate compliance by representatives of this office during an August 29, 1961 field inspection of subject project.

During the course of the inspection, approximately two hours, Mr. Gifford was observed operating a gasoline powered mechanical tamper while compacting backfill material around the concrete box culvert extension at Station 473+30. He stated during an ensuing interview that he was used primarily as a general laborer but at times, such as the present, when operating a gasoline powered tamper that he was paid the higher classification. He said he received $2.90 per hour as general laborer and $3.10 per hour when operating the tamper.

A subsequent review of Mr. Houck's payroll, which was submitted for this particular period revealed that Mr. Gifford was classified as a general laborer and paid $2.90 per hour for the entire eight hours on August 29, 1961.

The Schedule of Predetermined Minimum Wage Rates dated June 1, 1960 and made a part of the special provisions governing subject project requires a minimum hourly wage rate of $2.95 for a gasoline power tamper operator. This schedule is in accord with the Secretary of Labor Decision No. Y-3432, dated August 17, 1960.

The apparent failure of Mr. Houck to pay Mr. Gifford the minimum wage rate as specified under the minimum wage rate specification is a direct violation of his contract. Appropriate steps should be taken immediately to assure the State and Bureau that Mr. Houck has made the necessary restitution for the above named noncompliance with contract specification.

Fenton

A complete review of Mr. Houck's payrolls may be in order to determine if such a violation is commonplace and the necessary corrective action taken. Also, all your resident engineers administering contracts of R. L. Houck Sons' Corporation should be cautioned to make detailed thorough reviews of all weekly payrolls when submitted. This review, of course, is required on all Interstate payrolls at the present time.

RECEIVED
OCT 11 1961
FOR FILING

[illegible]

October 11, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the extension of a 60" corrugated metal pipe on the Coast Fork Willamette River-Cottage Grove Section of the Pacific Highway in Lane County, Contract No. 5795, in connection with Federal Aid Project No. I-5-3(18)175.

The extension of this culvert to the west is not covered in the plans. It is necessary due to the extension of the south bound entrance ramp.

Due to the necessity of extending the culvert at once to keep construction going, authorization has been given to proceed with the work as an emergency measure.

This work has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
OCT 6 1961
FOR FILING

5795

October 3, 1961

General Insurance Company of American
Portland Service Office
209 S. E. 4th Avenue
Portland 4, Oregon

Gentlemen:

A claim letter dated September 27 has been received from Bert Clarambeau, McMinnville, advising that Dale J. Clarambeau, subcontractor for Roy L. Houck Sons' Corporation, owes him for wages in the amount of $1, 424.88.

This appears to be in connection with the following State Highway contracts in which Roy L. Houck Sons' Corporation is the prime contractor: Contract Nos. 5478, 5573, 5592, 5795, and 5812. This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim letter.

This information is provided as your company appears as surety on the performance bond furnished on each of these contracts.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:

cc:
Huggins Insurance Agency
Roy L. Houck Sons' Corporation
M. K. McIver
Glenn L. Jackson
W. C. Williams
Forrest Cooper

CWH:rj

RECEIVED

5795

October 3, 1961

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Att: Mr. George C. Stephens

Dear Sir:

Attached is a claim letter dated September 27 for filing in the amount of $1,424.88 received from Bert Clarambeau, McMinnville, for labor performed for Dale J. Clarambeau, subcontractor for Roy L. Houck Sons' Corporation.

This appears to be in connection with the following contracts in which Roy L. Houck Sons' Corporation was the principal contractor: Contract Nos. 5478, 5573, 5592, 5795, and 5812. The General Insurance Company of America, through Huggins Insurance Agency, 373 North Church Street, Salem, furnished the performance bond on each of the above contracts.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:

CWH:rj

NOTED ON CARD
Ic

October 3, 1961

Mr. Bert Clarambeau
Route 1, Box 35
McMinnville, Oregon

Dear Mr. Clarambeau:

This is to acknowledge receipt of your claim letter of September 27 for wages earned in the amount of $1,424.88 for labor performed for Dale J. Clarambeau, subcontractor for Roy L. Houck Sons' Corporation.

From the description in your letter this appears to be in reference to the five Roy L. Houck Sons' contracts, as follows: Contract Nos. 5478, 557[illegible], 5592, 5795, and 5812. None of these contracts have been accepted by the Oregon State Highway Commission.

The General Insurance Company of America, through Huggins Insurance Agency, [illegible]73 North Church Street, Salem, furnished the performance bond on each of these five contracts, which is given to assure completion of the contract and payment of all bills incurred in it. The State does not make payment of claims, but looks to the prime contractor and surety for such payment.

So that there may be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. This action will protect your claim under the bonds. In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:rj

Rt 1, Box 35
Mc Minnville, Oregon
Sept. 27, 1961

Secretary
Oregon State Highway Commission
State Highway Bldg.
Salem, Oregon

Dear Sir,

I find it necessary to file a claim with the State Highway Comission for wages earned and not paid on the following projects.

Week	Amount	Contract No.
4-15-61	31.02	5795
4-15-61	46.52	5573
4-22-61	112.20	5812
5-21-61	126.36	5812
5-28-61	81.40	5812
6-2-61	63.96	5795
6-10-61	93.75	5795
6-17-61	109.56	5795
6-24-61	16.34	5478
6-24-61	37.21	5795
7-1-61	167.[illegible]	5478
7-15-61	119.79	5592
7-21-61	157.79	5592
7-28-61	123.84	5478
7-29-61	[illegible].3[illegible]	5592

Total Wages Due. 1[illegible]

Work Performed For
DALE J. CLARAMBEAU, SUB FOR
ROY L. HOUCK: SONS CORP.
GENERAL CONTR.

Sincerely,
Dale Clarambeau
Rt 1 Box 35
Mc Minnville, Oregon

D.J. Clarambeau

5478	$307.75
5573	46.52
5592	333.90
5795	335.50
5812	319.96
	$1,343.63

RECEIVED
SEP 29 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JG 28 1961
FOR FILING

5795

August 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the salvaging on reinstallation of a 60" culvert pipe on the Coast Fork-Willamette River-Cottage Grove Section of the Pacific Highway in Lane County, Contract No. 5795, in connection with Federal Aid Project No. I-5-3(18)175.

The 60" C.M.P. extension at Station 725+97 was installed in accordance with the plans of the project. It has been found that an 18" storm sewer, draining the Village Green paving lot, was installed lower than the 60" pipe. Presence of the 18" pipe was not known. It is now necessary to lower the 60" pipe to meet the flow line and grade of the 18" pipe.

This work has been verbally recommended for approval by the B.P.R. Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:lm

RECEIVED
MAY 19 1961

FOR FILING

I-5-3(18)175

5795

May 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering salvaging and reinstalling Type 3 fence on the Coast Fork Willamette River-Cottage Grove Section of the Pacific Highway in Lane County, Contract No. 5795, in connection with Federal Aid Project No. I-5-3(18)175.

The contract calls for removing and reinstalling Type 2 fence at $5.00 per rod. It is found that the right-of-way fence south of Row River in the City of Cottage Grove is Type 3 fence. The contractor has removed the majority of this fence to proceed with his grading operations.

It is estimated that there are 230 rods of this fence involved. At the bid price for Type 2 fence, this would amount to $1,150.00. The additional cost in removing and reinstalling the Type 3 fence is estimated to be $184.00, for a total of $1,334.00

This order has the verbal approval of the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JOA:sw

Encl.

RECEIVED
MAY 10 1961
FOR FILING

I-5-3(18)175

5795

May 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the removal and replacement of steel for Stalder Slough Bridge on the Coast Fork Willamette River-Cottage Grove Section of the Pacific Highway in Lane County, Contract No. 5795, in connection with Federal Aid Project No. I-5-3(18)175.

A recheck of positive moment steel determined that the bars were not of adequate size. It was necessary to remove all steel and replace with larger bars where required.

This work was done as an emergency measure prior to pouring the beams for the structure in order to avoid delay in construction. This order has been verbally recommended for approval by the BPR Bridge Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

RECEIVED
DEC 28 1960

FOR FILING

1-5-3(18)175
5795

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: December 15, 1960

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Proposed Project Agreement

Attached are two copies of a proposed project agreement and one copy of the approved detail estimate for the following project:

I-5-3(18)175	U.S. 99. Coast Fk. Will. R. to Cottage Grove

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

RECEIVED
DEC 1[illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] No. 5795

Monthly Transaction No. 12-53	For[illegible]-2 (9-1[illegible]7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]te **Oregon**
Project Report No. 7	**FEDERAL-AID PROJECT AGREEMENT**	County **Lane**
		Project No. **I-5-3(18)175**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

U.S. 99. Coast Fk. Will. R. to Cottage Grove

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**9-2-60**	**5.5**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **746,179.00**	Federal funds $ **686,000.00**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

Deputy **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **December 21, 1960**

USComm-DC 40257

December 20, 1960

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Coast Fork Willamette River-Cottage Grove Section, Project No. I-5-3(18)175.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

November 22, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Coast Fork Willamette River-Cottage Grove Section, Project No. I-5-3(18)175.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid
Project No. I-5-3(18)175

COAST FORK WILLAMETTE RIVER-COTTAGE GROVE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 22, 1960

Type Code 0010
Roadway (Sta. 447+88.18 to Sta. 738+80)(Contract No. 5795)

Clearing and Grubbing	All	Required	$	$ 41,000.00
Drainage Excavation, Unclassified	1,400	cu.yd.	1.50	2,100.00
Embankment in Place	511,700	cu.yd.	.36	184,212.00
Finishing Roadbed and Slopes	5.28	mile	500.00	2,640.00
Rounding Cutbanks	3,800	lin.ft.	.15	570.00
15-inch Corrugated Metal Pipe	250	lin.ft.	4.00	1,000.00
60-inch Corrugated Metal Pipe, 8 Gage	100	lin.ft.	38.00	3,800.00
15-inch Concrete Pipe	1,690	lin.ft.	3.50	5,915.00
18-inch Concrete Pipe	1,380	lin.ft.	3.90	5,382.00
24-inch Concrete Pipe	420	lin.ft.	5.15	2,163.00
36-inch Concrete Pipe	170	lin.ft.	6.25	1,062.50
48-inch Concrete Pipe	170	lin.ft.	12.85	2,184.50
6-inch Perforated Metal Drain Pipe	100	lin.ft.	1.50	150.00
Special Backfill in Drains	28	cu.yd.	6.00	168.00
Salvaging and Reinstalling Culvert Pipe	40	lin.ft.	4.00	160.00
15-inch Culvert End Sections	48	only	35.00	1,680.00
18-inch Culvert End Sections	32	only	40.00	1,280.00
24-inch Culvert End Sections	14	only	55.00	770.00
36-inch Culvert End Sections	10	only	115.00	1,150.00
48-inch Culvert End Sections	5	only	125.00	625.00
Class "A" Concrete in Structures	600	cu.yd.	57.00	34,200.00
Metal Reinforcement in Structures	104,000	lb.	.125	13,000.00
Concrete Inlets, Type "C"	5	only	125.00	625.00
Type 2 Fence	140	rod	6.00	840.00
Salvage and Reinstall Type 2 Fence	930	rod	5.00	4,650.00
Loose Riprap	1,900	cu.yd.	5.00	9,500.00
Coarse Crushed Material in Base	160	cu.yd.	4.00	640.00
3/4" - 0 Material in Base	36	cu.yd.	5.00	180.00
Sprinkling	520	M-gal.	2.50	1,300.00
Class "B" Asphaltic Concrete	48	ton	20.00	960.00
				$323,907.00
Flagging (57½% of Contractor's Cost)	All	Required		1,200.00
Seeding and Mulching	All	Required		4,500.00
Signing (Temporary)	All	Required		1,300.00
Utility Work				
Work by Pacific Power & Light Co.	All	Required		274.00

Subtotal	$331,181.00
10% Engr. & Cont.	33,118.00
Total	$364,299.00

Type Code X021
Stalder Slough Bridge #7756-A (N.Bound)(Sta. 462+62 to Sta. 463+76)
(Contract No. 5795)

Shoring and Cribbing	All Required (20%)		$ 2,200.00
Structural Excavation	200 cu.yd.	$5.00	1,000.00
Structural Excavation Below Elevation Shown	25 cu.yd.	12.00	300.00
Furnish Treated Timber Piling	455 lin.ft.	1.35	614.25
Drive Timber Piling	14 only	35.00	490.00
Class "A" Concrete (227 cu.yd.)(13%)	All Required		14,318.20
Metal Reinforcement (73,000 lb.)(15%)	All Required		8,625.00
8-inch Metal Drain Pipe	65 lin.ft.	4.00	260.00
			$ 27,807.45

Type Code X021
Gettings Creek Bridge #7757-A (N.Bound)(Sta. 528+18 to Sta. 530+99)
(Contract No. 5795)

Shoring and Cribbing	All Required (60%)		$ 6,600.00
Structural Excavation	500 cu.yd.	$5.00	2,500.00
Structural Excavation Below Elevation Shown	50 cu.yd.	12.00	600.00
Furnish (10" BP 42#) Steel Piling	240 lin.ft.	4.75	1,140.00
Drive Steel Piles	8 only	65.00	520.00
Splice Steel Piles	2 only	35.00	70.00
Class "A" Concrete (767 cu.yd.)(42%)	All Required		46,258.80
Metal Reinforcement (193,000 lb.)(39%)	All Required		22,425.00
			$ 80,113.80

Type Code X021
Brown Creek Bridge #7793-A (N.Bound)(Sta. 555+60 to Sta. 556+40)
(Contract No. 5795)

Shoring and Cribbing	All Required (20%)		$ 2,200.00
Structural Excavation	210 cu.yd.	$5.00	1,050.00
Structural Excavation Below Elevation Shown	15 cu.yd.	12.00	180.00
Furnish Treated Timber Piling	600 lin.ft.	1.35	810.00
Drive Timber Piles	20 only	35.00	700.00
Class "A" Concrete (220 cu.yd.)(12%)	All Required		13,216.80
Metal Reinforcement (60,100 lb.)(12%)	All Required		6,900.00
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$ 25,176.80

Type Code X021
Row River Relief Bridge #7828-A (N.Bound)(Sta. 663+92.72 to Sta. 664+72.72)
(Contract No. 5795)

Structural Excavation	100 cu.yd.	$5.00	$ 500.00
Structural Excavation Below Elevation Shown	10 cu.yd.	12.00	120.00

Class "A" Concrete (278 cu.yd.)(11%)	All Required		$ 12,115.40
Metal Reinforcement (61,700 lb.)(13%)	All Required		7,475.00
8-inch Metal Drain Pipe	20 lin.ft.	$4.00	80.00
			$ 20,290.40

Type Code X021
Row River Overflow Bridge #7871-A (N.Bound)(Sta. 676+25 to Sta. 678+25)
(Contract No. 5795)

Structural Excavation	350 cu.yd.	$5.00	$ 1,750.00
Structural Excavation Below Elevation Shown	25 cu.yd.	12.00	300.00
Furnish (10" BP 42#) Steel Piling	300 lin.ft.	4.75	1,425.00
Drive Steel Piles	8 only	65.00	520.00
Splice Steel Piles	3 only	35.00	105.00
Class "A" Concrete (389 cu.yd.)(22%)	All Required		24,230.80
Metal Reinforcement (101,000 lb.)(21%)	All Required		12,075.00
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$ 40,525.80

Type Code X021
Row River Bridge #7829-A (N.Bound)(Sta. 685+90 to Sta. 689+28)
(Contract No. 5795)

Shoring and Cribbing	All Required		$ 12,500.00
Structural Excavation	520 cu.yd.	$5.00	2,600.00
Structural Excavation Below Elevation Shown	50 cu.yd.	15.00	750.00
Furnish (10" BP 42#) Steel Piling	340 lin.ft.	4.75	1,615.00
Drive Steel Piles	8 only	75.00	600.00
Splice Steel Piles	3 only	35.00	105.00
Class "A" Concrete (859 cu.yd.)	All Required		54,975.00
Metal Reinforcement (231,000 lb.)	All Required		31,900.00
8-inch Metal Drain Pipe	90 lin.ft.	4.00	360.00
			$105,405.00

Type Code X220
Cottage Grove Connection, Bridge #7833-A & 7833-B (N.Bound)
(Sta. 721+70 to Sta. 722+70)(Contract No. 5795)

Structural Excavation	240 cu.yd.	$5.00	$ 1,200.00
Structural Excavation Below Elevation Shown	25 cu.yd.	12.00	300.00
Furnish (10" BP 42#) Steel Piling	300 lin.ft.	4.75	1,425.00
Drive Steel Piles	12 only	75.00	900.00
Splice Steel Piles	4 only	35.00	140.00
Class "A" Concrete (378 cu.yd.)	All Required		22,130.00
Metal Reinforcement (89,150 lb.)	All Required		10,790.00

Concrete Slab Riprap	370 sq.yd.	$8.00	$ 2,960.00
Remodel Structure and Maintain Traffic	All Required		8,000.00
			$ 47,845.00

Subtotal	$347,164.25
10% Engr. & Cont.	34,715.75
Total	$381,880.00

Length of Roadway - - - - - - - -	5.284 Miles
Length of 7 Structures- - - - -	0.226 Mile
Length of 1 Structure - - - - -	0.000 Mile (Exception)
Total Length- - - - - - - - - - -	5.510 Miles
Cost of Roadway Per Mile- - - -	$68,943.79

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$364,299.00	$335,000.00	$ 29,299.00
Structures	381,880.00	351,000.00	30,880.00
	$746,179.00	$686,000.00	$ 60,179.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Concrete Slab Riprap	370 sq.yd.	$8.00	$ 2,960.00
Remodel Structure and Maintain Traffic	All Required		8,000.00
			$ 47,845.00
	Subtotal		$347,164.25
	10% Engr. & Cont.		34,715.75
	Total		$381,880.00

Length of Roadway - - - - - - - - 5.284 Miles
Length of 7 Structures- - - - - 0.226 Mile
Length of 1 Structure - - - - - 0.000 Mile (Exception)
Total Length- - - - - - - - - - - 5.510 Miles
Cost of Roadway Per Mile- - - - $68,943.79

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$364,299.00	$335,000.00	$ 29,299.00
Structures	381,880.00	351,000.00	30,880.00
	$746,179.00	$686,000.00	$ 60,179.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

COAST FORK WILLAMETTE RIVER-COTTAGE GROVE SECTION

PROJECT NO. I-5-3(18)175

Estimated cost of work by the Pacific Power and Light Company.

Lump Sum Agreement - - - - - - - - - - - - - - - - - -	$274.77
USE	$274.00

Oregon State Highway Department

Federal Aid
Project No. I-5-3(18)175

COAST FORK WILLAMETTE RIVER-COTTAGE GROVE SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 30, 1960

Type Code 0010
Roadway (Sta. 447+88.18 to Sta. 738+80)

Clearing and Grubbing	All	Required	$	$ 15,000.00
Drainage Excavation, Unclassified	1,400	cu.yds.	3.00	4,200.00
Embankment in Place	511,700	cu.yds.	0.55	281,435.00
Finishing Roadbed and Slopes	5.28	miles	1,000.00	5,280.00
Rounding Cutbanks	3,800	lin.ft.	0.20	760.00
15-inch Corrugated Metal Pipe	250	lin.ft.	4.25	1,062.50
60-inch Corrugated Metal Pipe, 8 Gage	100	lin.ft.	35.00	3,500.00
15-inch Concrete Pipe	1,690	lin.ft.	3.75	6,337.50
18-inch Concrete Pipe	1,380	lin.ft.	4.50	6,210.00
24-inch Concrete Pipe	420	lin.ft.	6.00	2,520.00
36-inch Concrete Pipe	170	lin.ft.	10.00	1,700.00
48-inch Concrete Pipe	170	lin.ft.	15.00	2,550.00
6-inch Perforated Metal Drain Pipe	100	lin.ft.	2.00	200.00
Special Backfill in Drains	28	cu.yds.	6.00	168.00
Salvaging and Reinstalling Culvert Pipe	40	lin.ft.	3.00	120.00
15-inch Culvert End Sections	48	only	40.00	1,920.00
18-inch Culvert End Sections	32	only	45.00	1,440.00
24-inch Culvert End Sections	14	only	75.00	1,050.00
36-inch Culvert End Sections	10	only	125.00	1,250.00
48-inch Culvert End Sections	5	only	300.00	1,500.00
Class "A" Concrete in Structures	600	cu.yds.	56.00	33,600.00
Metal Reinforcement in Structures	104,000	lbs.	0.14	14,560.00
Concrete Inlets, Type "C"	5	only	100.00	500.00
Type 2 Fence	140	rods	6.00	840.00
Salvage and Reinstall Type 2 Fence	930	rods	3.50	3,255.00
Loose Riprap	1,900	cu.yds.	5.00	9,500.00
Coarse Crushed Material in Base	160	cu.yds.	3.50	560.00
3/4" - 0 Material in Base	36	cu.yds.	4.00	144.00
Sprinkling	520	M-gal.	3.50	1,820.00
Class "B" Asphaltic Concrete	48	tons	10.00	480.00
				$403,462.00
Flagging (57½% of Contractor's Cost)	All	Required		1,200.00
Seeding and Mulching	All	Required		4,500.00
Signing (Temporary)	All	Required		1,300.00
Work by Pacific Power and Light Co.	All	Required		3,300.00
Work by Lane County Electric Corp.	All	Required		200.00
Work by Creswell Telephone Co.	All	Required		325.00
	Subtotal			$414,287.00
	10% Engr. & Cont.			41,428.00
			Total	$455,715.00

Type Code X021
Stalder Slough Bridge #7756A (N. Bound)(Sta. 462+62 to Sta. 463+76)

Shoring and Cribbing	All Required (20%)		$ 900.00
Structural Excavation	200 cu.yds.	$6.00	1,200.00
Structural Excavation Below Elevation Shown	25 cu.yds.	10.00	250.00
Furnish Treated Timber Piling	455 lin.ft.	1.50	682.50
Drive Timber Piles	14 only	60.00	840.00
Class "A" Concrete (227 cu.yds. at $70.00)	All Required		15,890.00
Metal Reinforcement (75,500 lbs. at $0.125)	All Required		9,437.50
8-inch Metal Drain Pipe	65 lin.ft.	4.00	260.00
			$ 29,460.00

Type Code X021
Gettings Creek Bridge #7757A (N. Bound)(Sta. 528+10 to Sta. 530+99)

Shoring and Cribbing	All Required (60%)		$ 2,700.00
Structural Excavation	500 cu.yds.	$6.00	3,000.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Furnish (10" BP 42#) Steel Piling	240 lin.ft.	5.00	1,200.00
Drive Steel Piles	8 only	60.00	480.00
Splice Steel Piles	2 only	35.00	70.00
Class "A" Concrete (767 cu.yds. at $70.00)	All Required		53,690.00
Metal Reinforcement (193,000 lbs. at $0.125)	All Required		24,125.00
			$ 85,765.00

Type Code X021
Brown Creek Bridge #7793A (N. Bound)(Sta. 555+60 to Sta. 556+40)

Shoring and Cribbing	All Required (20%)		$ 900.00
Structural Excavation	210 cu.yds.	$6.00	1,260.00
Structural Excavation Below Elevation Shown	15 cu.yds.	10.00	150.00
Furnish Treated Timber Piling	600 lin.ft.	1.50	900.00
Drive Timber Piles	20 only	60.00	1,200.00
Class "A" Concrete (220 cu.yds. at $70.00)	All Required		15,400.00
Metal Reinforcement (60,100 lbs. at $0.125)	All Required		7,512.50
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$ 27,442.50

Type Code X021
Row River Relief Bridge #7828A (N. Bound)(Sta. 663+92.72 to Sta. 664+72.72)

Structural Excavation	100 cu.yds.	$6.00	$ 600.00
Structural Excavation Below Elevation Shown	10 cu.yds.	10.00	100.00
Class "A" Concrete (208 cu.yds. at $70.00)	All Required		14,560.00
Metal Reinforcement (61,700 lbs. at $0.125)	All Required		7,712.50
8-inch Metal Drain Pipe	20 lin.ft.	4.00	80.00
			$ 23,052.50

Type Code X021
Row River Overflow Bridge #7871A (N. Bound)(Sta. 676+25 to Sta. 678+25)

Structural Excavation	350 cu.yds.	$6.00	$ 2,100.00
Structural Excavation Below Elevation Shown	25 cu.yds.	10.00	250.00
Furnish (10" BP 42#) Steel Piling	300 lin.ft.	5.00	1,500.00
Drive Steel Piles	8 only	60.00	480.00
Splice Steel Piles	3 only	35.00	105.00
Class "A" Concrete (389 cu.yds. at $70.00)	All Required		27,230.00
Metal Reinforcement (101,000 lbs. at $0.125)	All Required		12,625.00
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$ 44,410.00

Type Code X021
Row River Bridge #7829A (N. Bound)(Sta. 685+90 to Sta. 689+28)

Shoring and Cribbing	All Required	$	$ 4,000.00
Structural Excavation	520 cu.yds.	6.00	3,120.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Furnish (10" BP 42#) Steel Piling	340 lin.ft.	5.00	1,700.00
Drive Steel Piles	8 only	80.00	640.00
Splice Steel Piles	3 only	35.00	105.00
Class "A" Concrete (859 cu.yds. at $72.00)	All Required		61,848.00
Metal Reinforcement (231,000 lbs. at $0.125)	All Required		28,875.00
8-inch Metal Drain Pipe	90 lin.ft.	4.00	360.00
			$101,148.00

Type Code X220
Cottage Grove Connection Bridge #7833A - 7833B (N. Bound)(Sta. 721+70 to Sta. 722+70)

Structural Excavation	240 cu.yds.	$6.00	$ 1,440.00
Structural Excavation Below Elevation Shown	25 cu.yds.	10.00	250.00

Furnish (10" BP 42#) Steel Piling	300 lin.ft.	$5.00	$ 1,500.00
Drive Steel Piles	12 only	70.00	840.00
Splice Steel Piles	4 only	35.00	140.00
Class "A" Concrete (378 cu.yds. at $70.00)	All Required		26,460.00
Metal Reinforcement (89,150 lbs. at $0.13)	All Required		11,589.50
Concrete Slab Riprap	370 sq.yd.	4.00	1,480.00
Remodel Structure and Maintain Traffic	All Required		1,500.00
			$ 45,199.50
	Subtotal		$356,477.50
	10% Engr. & Cont.		35,647.50
	Total		$392,125.00

Length of Roadway - - - - - - - 5.284 Miles
Length of 7 Structures- - - - - 0.226 Mile
Length of 1 Structure - - - - - 0.000 Miles (Exception)
Total Length- - - - - - - - - - 5.510 Miles
Cost of Roadway Per Mile- - - - $86,244.32

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$455,715.00	$419,000.00	$ 36,715.00
Structures	392,125.00	359,000.00	33,125.00
	$847,840.00	$778,000.00	$ 69,840.00

FORM E-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
OCT 24 1960
FOR FILING
[illegible]
5795

October 24, 1960

Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5795, awarded September 29, 1960, for grading-structures on the Coast Fork Willamette River-Cottage Grove Section of Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

RECEIVED
OCT [illegible] 1960
FOR FILING

1-5-3(18)175

5795

October 12, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging on the Coast Fork Willamette River-Cottage Grove Section of the Pacific Highway in Lane County, Contract No. 5795, in connection with Federal Aid Project No. I-5-3(18)175.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBF:sw

Enc.

RECEIVED

FOR FILING
I-5 3(18)175

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

October 12, 1960

Attention: Mr. R. L. Porter

08-35.5

C. G. Polk, Division Engineer
Salem, Oregon

By: D. M. Emrich
District Engineer

Utility Adjustment - Pacific Power and Light Company
Project I-5-3(18)175, Coast Fork Willamette River-Cottage Grove
Section of the Pacific Highway

Reference is made to your letter of October 6, 1960.

We hereby approve the lump sum agreement in the amount of $274.77 evidenced by the exchange of letters between the State and the utility company dated September 19, 1960, and October 3, 1960 regarding the subject adjustment.

Authorization to proceed with the work is granted as of October 6, 1960. Approval is subject to the provisions of PPM 30-4.

Porter

NOTED
FORREST COOPER

RECEIVED
OCT [illegible] 1960
FOR FILING

I-5-3 (17) 175

5795

October 11, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 5, 1960, on Contract No. 5795, Coast Fork Willamette River-Cottage Grove Section, in Lane County, in connection with Federal Aid Project No. I-5-3(18)175.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
OCT - 1960
FOR FILING

October 6, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Coast Fork Willamette River-Cottage
Grove Section
Pacific Highway-Lane County
Project No. I-5-3(18)175

Dear Sir:

Herewith are the following data covering adjustments of the Pacific Power and Light Company power line on the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for a portion of the adjustments.
2. Two copies of the Company's estimate of cost for the reimbursable portion of the adjustments.
3. Two copies of the sketch prepared by the Company showing the work to be done for the reimbursable portion.

The amount of the estimate is less than $2,500, and the Company has requested reimbursement on lump sum basis. This has been approved by our Utilities Engineer.

Your approval of the agreement between the State and Company, with reimbursement on lump sum basis, and authorization to proceed with the work as of this date, under the provisions of PPM 30-3, are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardin
Asst. Office Engineer

DBP:sw

Encs.

RECEIVED
OCT [illegible] 1960
FOR FILING
I-5-3 (18) 175

5795

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

September 29, 1960

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-5-3(18)175, Coast Fork, Willamette River-Cottage Grove Section of the Pacific Highway

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5795 for Oregon Project I-5-3(18)175, Coast Fork, Willamette River-Cottage Grove Section of the Pacific Highway to Roy L. Houck Sons Corporation of Salem, Oregon, low bidder in the amount of $671,071.25 at the September 27, 1960 bid opening.

RECEIVED
SEP 1960
FOR FILING
7-3 (14) 17
2275

Salem, Oregon
September 7, 1960

Walter T. Wright
Right-of-Way Engineer
OFFICE

The BPR has approved, effective August 29, 1960, the right-of-way acquisition on the Coast Fork Willamette River-Cottage Grove Section. The authorization is subject to the understanding that Federal participation is limited to the rest area layout as approved August 16, 1960, which excluded the timber corridor.

R. L. Porter
Office Engineer

RLP:sw

RECEIVED
SEP - [illegible] 1960
FOR FILING
I-5-3(18)175
#5775

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

September 2, 1960

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-5-3(18)175

We have today approved the P. S. and E. documents for Oregon Project I-5-3(18)175, Coast Fork Willamette River-Cottage Grove Section of the Pacific Highway for grading and structures.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Porter

FORM E 123-K 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
[illegible] 1960
FOR FILING
[illegible]
#5795

August 31, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of Way Status
Coast Fork Willamette
River-Cottage Grove
Section

Dear Sir:

All rights of way have been acquired by option on this project, except for File No. 31360, Stoner, valued at $6,150.

This file is in the process of condemnation and will be filed by September 6, 1960.

Very truly yours,

WALTER I. WRIGHT
Right of Way Engineer

WIW:ag

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

RECEIVED

RECEIVED
AUG [illegible] 1960
FOR FILING
1-5-3(19) [illegible]
5995

Salem, Oregon
August 30, 1960

Supplemental Throughway Agreement
Section: Coast Fork Willamette River-Cottage Grove
Pacific Highway No. 1
Lane County

Mr. L. I. Lindas
Chief Counsel
OFFICE

Attached is a rough draft of a supplemental throughway agreement covering the above subject. The State and Lane County entered into an agreement dated April 2, 1954, covering this section of highway. It is now proposed to construct two more lanes of traffic on this same section and, in doing so, it will be necessary to move the existing right-of-way fence into right-of-way of the Sears County Road to provide for the new construction.

Please prepare eight copies of your final draft in addition to any required by your office. The County and City Relations Division will furnish additional copies of the map exhibit for attachment.

G. S. Paxson
Assistant State Highway Engineer

RHP:mm

Att.

cc: C. G. Swenson

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1960

To: Mr. G. S. Paxson
OFFICE

SUBJECT: Supplemental Throughway Agreement
Coast Fork Willamette River-Cottage Grove
Pacific Highway No. 1
Lane County

Attached is a drafted letter to the Legal Division requesting preparation of a supplemental throughway agreement covering the above subject.

Robert H. Prange
Robert H. Prange
County & City Relations Field Engineer

RHP:mm
Att.

APPROVED
D. J. Bauer
Asst. Const. Engr.

I-5-4(41) N. Albany Jct.-Santiam Interchange
233 Section of the Pacific Highway.
#5796 Roadside Improvement. 1960

RECEIVED
MAR 30 1961
FOR FILING

I-5-4(41)233
5796

March 30, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

State Highway contract #5796 for roadside improvement on the North Albany Jct. -Santiam Interchange Section of Pacific Highway in Linn County was completed by the contractor, Knight Pearcy Nursery, on January 13, 1961, and was formally accepted by the Highway Commission on January 27, 1961.

Final payment in the amount of $771.43 will be released to the contractor on or after April 10, 1961. The total contract amount is $26,064.65, of which amount $350.25 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Knight Pearcy Nursery
P. O. Box 12
Salem
Oregon

RECEIVED
JAN 27 1961
FOR FILING

I-5-4(41)233

5796

January 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

N. Albany Jct.-Santiam Interchange
Pacific Highway, Linn County
Project No. I-5-4(41)233
Contract No. 5796

Herewith for your information and files are copies of Order for State Force Work No. 1 covering the use of State controlled plants on the subject project.

The special provisions for this contract provide that, at his option, the contractor may procure certain plants from a nursery under State contract. The contractor has so elected and this order is to authenticate the transaction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
JAN 27 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-5-4(41) 233
5796

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 26, 1961

Oregon State Highway Commission

Gentlemen:

The following is a supplemental completed contract, the acceptance of which will be on the agenda for the next meeting:

Contract No. 5796 with Knight Pearcy Nursery for landscaping the N. Albany Jct.-Santiam Interchange Section of the Pacific Highway in Linn County, completed January 13, 1961.

All work on the above project is satisfactorily completed. Its acceptance is recommended.

Very truly yours,

W. C. Williams
State Highway Engineer

RECEIVED
JAN 25 1961
FOR FI[illegible]

I-5-4(41)233

5796

January 24, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on January 13, 1961, on Contract No. 5796, N. Albany Jct.-Santiam Interchange Section, in Linn County, in connection with Federal Aid Project No. 1-5-4(41)233.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt
cc: Clarence G. Swenson

Form E-1—(Rev.)-

I-5-4(41)23C

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan 21, 1961

Section North Albany Jct.-Santiam Interchange

Kind of work Roadside Improvement

Highway Pacific County Linn

Section prefix 622-1004

Contractor Knight Pearcy Nursery

Contract number 5796

Date of contract Sept. 29, 1960

Specified work days 72

Date work started Oct. 7, 1960

Work days used 58

Project authorization $ 33,963.19

Exclusive of engineering $ 31,548.03

Per cent of time elapsed 81 %

Estimated cost of completed project, exclusive of engineering $ 31,548

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 2,415.16

Engineering cost to date $ 1800, 75 %

Date project was completed Jan. 13, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Job completed.

Semi final in process of completion.

FINAL REPORT

NOTED

DIVISION

NOTED CE ACE COE

Signed S Waller

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

Roadside Improvement	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.86				
Miles partially completed					
Miles completed	1.86				
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

Contract 5796 11-2-60

Monthly Transaction No. RECEIVED	For -2 (9- 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. 6 - 1960 FOR FILING	**FEDERAL-AID PROJECT AGREEMENT**	County **Linn**
		Project No. **I-5-4(41)233**

1-5-4(41) 233 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), 5796 as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 99. N. Albany Jct. to Santiam Hwy. Jct.

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	9-2-60	1.8
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 33,208.00	Federal funds $ 30,500.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXy C. C. Polk
Division Engineer

By: C. C. Pike
R. C. Wright
Administrative Manager

Date executed by Division Engineer **November 2, 1960**

USComm-DC 40257

Form E-1—(Rev.)—

I-5-4(41)230

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan 21, 1961

Section North Albany Jct.-Santiam Interchange

Kind of work Roadside Improvement

Highway Pacific County Linn

Section prefix ~~6221004~~ 622-1004

Contractor Knight Pearcy Nursery

Contract number 5796

Date of contract Sept. 29, 1960

Specified work days 72

Date work started Oct. 7, 1960

Work days used 58

Project authorization . . . . . $ 33,963.19

Exclusive of engineering . . . . $ 31,548.03

Per cent of time elapsed 81 %

Estimated cost of completed project, exclusive of engineering . . . . $ 31,548

Estimated per cent overrun or underrun . . . . 0 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . $ 2,415.16

Engineering cost to date $ 1800, 75 %

Date project was completed Jan. 13, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Job completed.

Semi final in process of completion.

FINAL REPORT

NOTED
[illegible]

[illegible]
J. N Juve

[illegible] DIVISION
[illegible]

NOTED E y K
CE AE ACE COE

Signed S. Waller

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

Roadside Improvement

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.86				
Miles partially completed					
Miles completed	1.86				
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

5796

11-3-60

Monthly Transaction No. RECEIVED	For R-2 (9- 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project Report No. 6 1960	FEDERAL-AID PROJECT AGREEMENT	County Linn
		Project No. I-5-4(41)233

1-5-4(41)233

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), 5796 as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 99. N. Albany Jct. to Santiam Hwy. Jct.

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	9-2-60	1.8
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 33,208.00	Federal funds $ 30,500.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

~~Deputy~~ **State Highway Engineer**
(title)

By ____________________

____
(title)

By ____________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXy C. G. Polk
Division Engineer

By: C. C. Polk

R. C. Wright
Administrative Manager

Date executed by Division Engineer **November 2, 1960**

USComm-DC 40257

October 31, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the N. Albany Junction-Santiam Interchange Section, Project No. I-5-4(41)233.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:jb

October 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Albany Junction-Santiam Interchange Section, Project No. I-5-4(41)233.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Enc.

Oregon State Highway Department

Federal Aid
Project No. I-5-4(41)233

NORTH ALBANY JUNCTION-SANTIAM INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 17, 1960

Type Code X005
Roadside Improvement (Sta. 1026+00 to Sta. 1124+00)(Contract No. 5796)

Furnishing and Placing Topsoil	500 cu.yds.	$ 1.50	$ 750.00
Furnishing and Planting Trees	500 only	3.85	1,925.00
Furnishing and Planting Shrubs	1,470 only	2.15	3,160.50
Furnishing and Planting Vines, Bearberry	36,500 only	0.30	10,950.00
Furnishing and Planting Vines, English Ivy	11,800 only	0.17	2,006.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	7,600 only	0.18	1,368.00
Seeding Roadside Areas	30 acres	90.00	2,700.00
Grass Seed, Creeping Red Fescue	375 lbs.	0.32	120.00
Grass Seed, Chewing Fescue	375 lbs.	0.32	120.00
Organic Fertilizer, 5-3-2	80 cwt.	5.00	400.00
Inorganic Fertilizer, 10-16-8	120 cwt.	4.50	540.00
Sawdust	475 units	12.00	5,700.00
			$29,739.50
Regrading Work	All Required		200.00
Flagging (57½% of Contractor's Cost)	All Required		250.00
	Subtotal		$30,189.50
	10% Engr. & Cont.		3,018.50
	Total		$33,208.00

Length of Project- - - - - - - - - - - - 1.856 Miles
Cost of Project Per Mile - - - - - - - - $17,892.24

Federal Funds- -	$30,500.00
State Funds- -	2,708.00
	$33,208.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

State Funds For Maint.: Chap. 529, Laws 1939

Oregon State Highway Department

Federal Aid
Project No. I-5-4(41)233

NORTH ALBANY JUNCTION-SANTIAM INTERCHANGE SECTION
OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 24, 1960

Type Code Y005
Roadside Improvement (Sta. 1026+00 to Sta. 1124+00)

Furnishing and Placing Topsoil	500	cu. yds.	$ 2.50	$ 1,250.00
Furnishing and Planting Trees	500	only	8.00	4,000.00
Furnishing and Planting Shrubs	1,470	only	3.50	5,145.00
Furnishing and Planting Vines, Bearberry	36,500	only	0.35	12,775.00
Furnishing and Planting Vines, English Ivy	11,800	only	0.30	3,540.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	7,600	only	0.30	2,280.00
Seeding Roadside Areas	30	acres	200.00	6,000.00
Grass Seed, Creeping Red Fescue	375	lbs.	0.70	262.50
Grass Seed, Chewing Fescue	375	lbs.	0.70	262.50
Organic Fertilizer, 5-3-2	80	cwt.	5.50	440.00
Inorganic Fertilizer, 10-16-8	120	cwt.	5.00	600.00
Sawdust	475	Units	14.00	6,650.00
				$43,205.00
Flagging (57½% of Contractor's Cost)	All Required			250.00
	Subtotal			$43,455.00
	10% Engr. & Cont.			4,345.00
			Total	$47,800.00

Length of Project - - - - - - - - - 1.856 Miles
Cost of Project Per Mile- - - - - $25,754.31

Federal Funds -	$43,000.00
State Funds -	4,800.00
	$47,800.00

Oregon State Highway Department

Federal Aid
Project No. I-5-4(41)233

NORTH ALBANY JUNCTION-SANTIAM INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 15, 1960

Type Code Y005
Roadside Improvement (Sta. 1026+00 to Sta. 1124+00)

Furnishing and Placing Topsoil	500	cu.yds.	$2.50	$ 1,250.00
Furnishing and Planting Trees	500	only	8.00	4,000.00
Furnishing and Planting Shrubs	1,470	only	3.50	5,145.00
Furnishing and Planting Vines, Bearberry	36,500	only	0.35	12,775.00
Furnishing and Planting Vines, English Ivy	11,800	only	0.30	3,540.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	7,600	only	0.30	2,280.00
Seeding Roadside Areas	30	acre	200.00	6,000.00
Grass Seed, Creeping Red Fescue	375	lb.	0.70	262.50
Grass Seed, Chewing Fescue	375	lb.	0.70	262.50
Organic Fertilizer, 5-3-2	80	cwt.	5.50	440.00
Inorganic Fertilizer, 10-16-8	120	cwt.	5.00	600.00
Sawdust	475	unit	14.00	6,650.00
				$43,205.00
Regrading Work				200.00
Flagging (57½% of Contractor's Cost)	All Required			250.00
	Subtotal			$43,655.00
	10% Engr. & Cont.			4,365.00
			Total	$48,020.00

Length of Project - - - - - - -	1.856 miles
Cost of Project Per Mile- - - -	$25,872.84

Federal Funds -	$43,000.00
State Funds -	5,020.00
	$48,020.00

RECEIVED
OCT 17 1960
FOR FILING
[illegible]
5796

FORM E-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 17, 1960

Knight Pearcy Nursery
P. O. Box 12
Salem
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5796, awarded September 29, 1960, for roadside improvement on the North Albany Jct.-Santiam Interchange Section of Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT [illegible] 1960

FOR FILING
I-5-4(41)233

5796

4

October 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering regrading slopes for planting on the North Albany Junction-Santiam Interchange Section of the Pacific Highway in Linn County, Contract No. 5796, in connection with Federal Aid Project No. I-5-4(41)233.

It is anticipated that some of the slopes will require regrading to prepare for planting. This work is included in the Special Provisions of the contract as "extra work" and is to cover the use of equipment not normally used in good farming practice, but required for the slope grading operation.

This work was also included in the Project Authorization as an anticipated item with funds set up for it.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Enc.

RECEIVED
OCT [illegible] 1960
FOR FILING
1-5-4(41)233

5796

October 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the State's share of flagging on the North Albany Junction-Santiam Interchange Section of the Pacific Highway in Linn County, Contract No. 5796, in connection with Federal Aid Project No. I-5-4(41)233.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
OCT [illegible] 1960
FOR FILING

I-5-4(41)[illegible]

579[illegible]

October 11, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 7, 1960, on Contract No. 5796, N. Albany Jct.-Santiam Interchange Section, in Linn County, in connection with Federal Aid Project No. I-5-4(41)233.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
OCT 5 - 1960
FOR FILING
1-5-4(41)233

5796

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

September 29, 1960

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-5-4(41)233, North Albany Junction-Santiam Interchange Section of the Pacific Highway

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5796 for Oregon Project I-5-4(41)233, North Albany Junction-Santiam Interchange Section of the Pacific Highway (Roadside Improvement), to Knight Pearcy Nursery of Salem, Oregon, low bidder in the amount of $29,739.50 at the September 27, 1960 bid opening.

RECEIVED
SEP - 7 1960
FOR FILING

I-5-4(41)233
5776

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

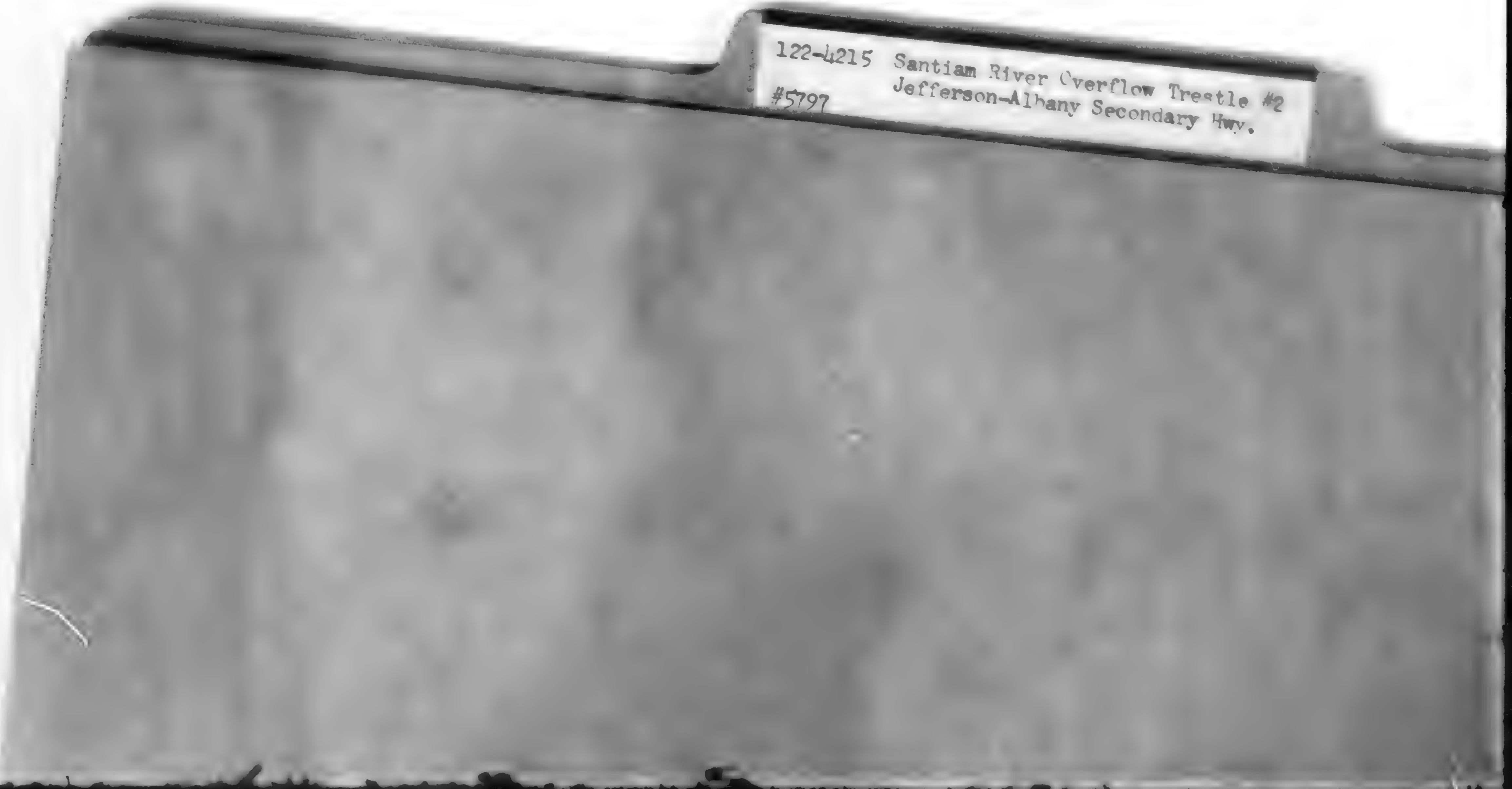
September 2, 1960

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-5-4(41)233

We have today approved the P. S. and E. documents for Oregon Project I-5-4(41)233, N. Albany Jct.-Santiam Interchange, Pacific Highway, Linn County, roadside improvement.

This is to authorize your advertising for bids.



122-4215 Santiam River Overflow Trestle #2
Jefferson-Albany Secondary Hwy.
#5797

122-4215 Santiam River Overflow Trestle #2
Jefferson-Albany Secondary Hwy.

#5797

RECEIVED
MAY 18 1964
FOR FILING

THE Glens Falls GROUP
INSURANCE WITH INTEGRITY
PACIFIC DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

PORTLAND OFFICE
907 SOUTH EAST OAK STREET
TELEPHONE: BELMONT 5-8603
PORTLAND 14, OREGON

May 13, 1964

Office of the Secretary
Oregon State Highway Commission
Salem 10, Oregon

File No. 73CB 54506K   73CB 45941
73CB 43840   73CB 45952K
73CB 44267   73CB 54941K
73CB 44268   73CB 44389

Contract 5781 - H. G. Carl Const. Co.
File Contract # 5797 - H. G. Carl Const. Co.
Contract # 5819 - Stanley Will

Principal: H. G. Carl Construction Company

Gentlemen:

Your letters dated May 4 regarding H. G. Carl Construction Company and various claims filed with the Secretary of State by Oregon-Washington Carpenters Employees Health and Welfare Trust Fund, have been received.

This is to advise that no claims were ever made by the above filing claimant within the statutory period nor any suits filed on behalf of them within the statutory period allowed under our Oregon statutes for the filing of such claims. Had they been, I am not at all sure whether these claims would be proper and payable under our bonds but needless to say, we are not honoring these claims because of the above reason and for any others that may appear.

This is for your file information and to acknowledge your notice of the above matters.

Very truly yours,

R. L. Metcalf

R. L. Metcalf
Claims Manager

Cc, for your info

RLM/ks

NOTED
[illegible]ERY

NOTED
[illegible]

RECEIVED
MAY 5 - 1964
FOR FILING

May 4, 1964

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Attached is a copy of a claim in the amount of $212.99 which has been filed with the Secretary of State by The Oregon-Washington Carpenters-Employers Health and Welfare Trust Fund for labor supplied to H. G. Carl Construction Company.

This appears to be in connection with State Highway Contract No. 5797 with H. G. Carl Construction Company for the Santiam River Overflow Trestle No. 2 on the Jefferson-Albany Section of the Jefferson Secondary Highway in Linn County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CC:
Bourland Insurance Agency
1980 Fairground Road
Salem, Oregon

NOTED ON CARD

H. G. Carl Construction Company
P. O. Box 387
Salem, Oregon

Commissioners

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

HOWELL APPLING, JR.
Secretary of State

April 24, 1964

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Sir:

We have received from Ronald B. Lansing, c/o Bailey, Swink, Haas and Seagraves, Attorneys at Law, 617 Corbett Building, Portland 4, Oregon, four notices of claim by Oregon-Washington Carpenters-Employers Health and Welfare Trust Fund for the employees of Henry G. Carl, Sr., and H. Gordon Carl, Jr., dba H. G. Carl Construction Company, being beneficiaries of said Trust Fund, who supplied labor for H. G. Carl Construction Company in the sums as follows:

Sum	Our File No.	Job
$212.99	4076	Santiam River Overflow — #5797
95.32	4077	Butte Creek Bridge — #5781
82.12	4078	Emile Creek (#60) — U.S. Forest Service
95.54	4079	Blizzard Gap Bridge — #5819

against the bonds taken from H. G. Carl Construction Company, principal and Glens Falls Insurance Company, surety.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Inger J. Henrikson
(Miss) Inger Henrikson
Public Records Section

IH:FK
Enc.

NOTED
FLOYD QUERY

RECEIVED
APR 28 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

PAUL T. BAILEY
DON G. SWINK
HARL H. HAAS
CHARLES H. SEAGRAVES

RONALD B. LANSING

BAILEY, SWINK, HAAS AND SEAGRAVES
ATTORNEYS AT LAW
617 CORBETT BUILDING
PORTLAND 4, OREGON
222-1319

SOUTHERN OREGON OFFICE
CHARLES H. SEAGRAVES
223 S.E. H STREET
GRANTS PASS, OREGON
GREENWOOD 6-6806

April 23, 1964

NOTICE OF CLAIM

TO: The State of Oregon, acting by and through the State Highway Commission -

Notice is hereby given that the undersigned, Oregon-Washington Carpenters-Employers Health and Welfare Trust Fund, has a claim for the employees of Henry G. Carl, Sr., and H. Gordon Carl, Jr., doing business as H. G. Carl Construction Company, being beneficiaries of said Trust Fund, who supplied labor for H. G. Carl Construction Company in the sum of $212.99 against the bond taken from H. G. Carl Construction Company, as principal, and Glens Falls Insurance Company, as surety, for the work on the Santiam River Overflow Bridge job.

RECEIVED
APR 24 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

THE OREGON-WASHINGTON CARPENTERS-
EMPLOYERS HEALTH AND WELFARE TRUST FUND

BAILEY, SWINK, HAAS and SEAGRAVES

by Ronald B. Lansing
Ronald B. Lansing

File #4076

FILED
APR 24 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUL 27 1961
FOR FILING

[illegible]

5797

July 24, 1961

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco 4, California

Gentlemen:

Attached is a copy of a claim in the amount of $1,000 plus interest which was filed with the Secretary of State on July 21, 1961, by Farwest Steel Company for labor and materials furnished to H. G. Carl Construction Co.

This appears to be in connection with State Highway Contract No. 5797 with H. G. Carl Construction Co. for the Santiam River Overflow Trestle No. 2 on the Jefferson-Albany Section of the Jefferson Secondary Highway in Linn County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

Enc.
CC:
Bourland Insurance Agency
1980 Fairground Road
Salem, Oregon

NOTED ON CARD

H. G. Carl Construction Co.
P. O. Box 387
Salem, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

July 21, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Vernon D. Gleaves, c/o Butler, Husk & Gleaves, Eugene Legal Center, P. O. Box 1147, Eugene, Oregon, and filed as of this date, a notice of claim by Farwest Steel Co., P. O. Box 632, Eugene, Oregon for labor and materials, consisting of fabricated reinforcing steel and the installation and placing thereof, furnished and performed by it in the sum of $1,000.00 together with interest thereon at the rate of 6% per annum from May 5, 1961 until paid, against the bond taken from H. G. Carl Construction Co., principal and Glens Falls Insurance Company, surety, for the work of constructing the Santiam River Overflow Trestle No. 2, on the Jefferson-Albany Section of the Jefferson Secondary Highway in Linn County, Oregon, under State Highway Contract No. 5797. Between November 10, 1960 and January 24, 1961, Farwest Steel Co. furnished fabricating reinforcing steel and the installation and placing thereof, in the total amount of $2,973.63 and total payments have been made thereon in the amount of $1,973.63.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo Otto Lous
Public Records Section

GS:FK
Enc.

RECEIVED
JUL 24 1961
OREGON
STATE HIGHWAY COMMISSION

To: Secretary of State
State of Oregon
Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, Farwest Steel Co., an Oregon corporation, of Post Office Box 632, Eugene, Oregon, has a claim for labor and materials, consisting of fabricated reinforcing steel and the installation and placing thereof, furnished and performed by it in the sum of $1,000.00 together with interest thereon at the rate of 6% per annum from May 5, 1961 until paid, against the bond taken from H. G. Carl Construction Co., as principal, and Glens Falls Insurance Company, as surety, for the work of constructing the Santiam River Overflow Trestle No. 2, on the Jefferson-Albany Section of the Jefferson Secondary Highway in Linn County, Oregon, under State Highway Contract No. 5797. Between November 10, 1960 and January 24, 1961, Farwest Steel Co. furnished fabricating reinforcing steel and the installation and placing thereof, in the total amount of $2,973.63, and total payments have been made thereon in the amount of $1,973.63.

DATED this ______ day of July, 1961.

FARWEST STEEL CO.,
a corporation

By Dale Fischer
Its President

File #3836

FILED
JUL 21 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUL 21 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUN 21 1961
FOR FILING

5797

June 20, 1961

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

On June 7 we informed you that H. G. Carl Construction Co. owed Morse Bros., Harrisburg, $6,703.39 for concrete slabs in connection with State Highway Contract No. 5797.

We have received a letter from Morse Bros., dated June 13, stating that the amount which they had submitted was in error and that the corrected sum should be $7,059.84.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Bourland Insurance Agency
1980 Fairground Road
Salem, Oregon

H. G. Carl Construction Co.
P. O. Box 387
Salem, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
dc

CWH:fp

RECEIVED
JUN 21 1961
FOR FILING

5797

D Cook

June 20, 1961

Morse Bros.
P. O. Box 117
Harrisburg, Oregon

Attention: Mr. J. McClary

Gentlemen:

This is to acknowledge receipt of your letter of June 13 informing us of the error in stating the amount due you from H. G. Carl Construction Co. in connection with State Highway Contract No. 5797.

The correct figure of $7059.84 for concrete slabs will be noted in our records and we will advise the surety and the contractor regarding this change.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
dc

CWH:fp

Morse Bros.

TWO LOCATIONS

HARRISBURG
OREGON
P. O. Box 117
Phone WY 5-6755

LEBANON
OREGON
P. O. Box 266
Phone AL 8-3111

Harrisburg
[illegible], 1961

[illegible]

NOTED
LLOYD CHERY

[illegible]

Dear Sir:

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]

Cec,
please reply
F.C.

RECEIVED
JUN 16 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 8 1961

FOR FILING

122-4215
5797

June 7, 1961

Morse Bros.
P. O. Box 117
Harrisburg, Oregon

Attention: W. F. Morse

Dear Mr. Morse:

This is to acknowledge your letter of June1 stating that the H. G. Carl Co. of Salem owe you $6,703.39 for prestressed concrete slabs in connection with the H. G. Carl Co. contract, 5797.

From the description in your letter this appears to be the H. G. Carl Construction Co. contract, Santiam River Overflow Trestle No. 2, on the Jefferson Secondary Highway in Linn County.

This contract was completed March 30, 1961 and accepted by the State Highway Commission on April 14, 1961.

The Glens Falls Insurance Company, through Bourland Insurance Agency, 1980 Fairground Road, Salem, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure.

In the interim, this information will be noted in our records, and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
dc

Floyd Query
Secretary

CWH:mb

Encl.

Morse Bros.

TWO LOCATIONS

HARRISBURG
OREGON
P. O. Box 117
Phone WY 5-6755

LEBANON
OREGON
P. O. Box 266
Phone AL 8-3111

Harrisburg
[illegible] June 1, 1961

Oregon State Highway Comm.
Mr. Floyd Query, Secretary
[illegible]
Salem, Oregon

Re: State Contract [illegible]
Santiam Overflow Trestle # 2
[illegible] Carl

Dear Sir:

We wish to notify that we have a balance due us from the [illegible] Carl Co. of [illegible], for Prestressed Concrete Slabs purchased on the above job as follows:

Balance due - $ [illegible]

Very truly yours,

Morse Bros.-Harrisburg

By [illegible]

[illegible] MORSE- Partner

please copy
[illegible]

NOTED
FLOYD QUERY

RECEIVED
JUN 5 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 8 1961
FOR FILING

122-4215

5797

June 7, 1961

Glens Falls Insurance Company
225 S. W. 4th Avenue
Portland, Oregon

Gentlemen:

A letter dated June 1 has been received from Morse Bros., P. O. Box 117, Harrisburg, advising that H. G. Carl Construction Co. owe them $6,723.39 for prestressed concrete slabs furnished on the State Highway contract, 5797. This appears to be in reference to the H. G. Carl Construction Co. contract, Santiam River Overflow Trestle No. 2, Jefferson Secondary Highway in Linn County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Secretary

cc: Beurland Insurance Agency
H. G. Carl Construction Co.
M. K. McIver
Glenn L. Jackson
W. C. Williams
Forrest Cooper

NOTED ON CARD

RECEIVED
APR 18 1961
FOR FILING

122-4215

5797

April 18, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5797 for construction of the Santiam River Overflow Trestle #2 on the Jefferson-Albany Section of the Jefferson Secondary Highway in Linn County was completed by the contractor, H. G. Carl Construction Co., on March 30, 1961, and was formally accepted by the Highway Commission on April 14, 1961.

Final payment in the amount of $4,018.30 will be released to the contractor on or after April 28, 1961. The total contract amount is $48,084.65, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

cc: H. G. Carl Construction Co.,
P. O. Box 387
Salem, Oregon

FORM 2-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
NOV -7 1960

[illegible]
5797

November 7, 1960

H. O. Carl Construction Co.,
P. O. Box 387
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5797, awarded September 29, 1960, for construction of the Santiam River Overflow #2 Bridge on the Jefferson-Albany Section of the Jefferson Secondary Highway in Linn County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
NOV - 1 1960
FORM E 30 50M 7-60
FOR FILING
122-4215

5797

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1960

SUBJECT: Overflow Structure #2
Contract 5797

To: Mr. D. B. Parkes
Mr. Floyd Query
OFFICE

H. G. Carl Construction Company started work on Contract #5797 (State Project), Overflow Structure #2, on the Jefferson Secondary Highway in Linn County, October 28, 1960.

Ivan D. Merchant
Bridge Engineer

CAG:nk

NOTED
FLOYD QUERY

S-265(10) Lancaster Dr.-Sublimity Gun 1960
Club Sec., N. Santiam Hwy.
#5798 (Roadside Improve.)

Contract 3798

RECEIVED
JUN 7 1962
FOR FILING

[illegible] number 1962	Fo -2A (5- 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
	MODIFICATION OF FEDERAL-AID	County **Marion**
P[illegible] number 7	**PROJECT AGREEMENT** 5-25-62	Project number **S-265(10)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **October 25**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project	$ **7,386.00**
Revised Federal funds	$ **4,596.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **25** day of **May**, 19**62**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
ASSISTANT State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~BY~~ **C. G. Polk**
Division Engineer

By: W. L. Anderson
Acting Administrative Manager

USComm-DC 11170

May 22, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Lancaster Drive-Sublimity Gun Club Section, Project no. S-265(10).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RWC:cr

Contract 5798 10-25-60

Regional Transaction No. RECEIVED NOV - 2 1960	Form PR-2 (8- 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
		County **Marion**
Project Report No. FOR FILING S-265 (10)	**FEDERAL-AID PROJECT AGREEMENT** 10-25-60	Project No. **S-265(10)**

S-220 (16)

5798

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

SR 22. Pacific Hwy. Jct. E. 4.8 Mi.
(Lancaster Road-Silver Creek Falls Hwy. Jct.)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**8-29-60**	**4.6**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **6,648**	Federal funds $ **4,100**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________

~~Deputy~~ **State Highway Engineer**
(title)

By ____________________

____
(title)

By ____________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by
Division Engineer **October 25, 1960**

USComm-DC 40257

October 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Lancaster Drive-Sublimity Gun Club Section, Project No. S-265(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

EHC:bb

October 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Lancaster Drive-Sublimity Gun Club Section, Project No. S-265(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Enc.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-265(10)

LANCASTER DRIVE-SUBLIMITY GUN CLUB SECTION OF THE NORTH SANTIAM HIGHWAY IN MARION COUNTY

(estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1960

Type Code X005
Roadside Improvement (Sta. 130+00 to Sta. 428+00)(Contract No. 5798)

Tractor and Dozer	16	hours	$13.50	$ 216.00
Furnishing and Planting Trees	103	only	3.70	381.10
Furnishing and Planting Shrubs	1,380	only	1.40	1,932.00
Furnishing and Planting Vines, Bearberry	2,880	only	0.30	864.00
Furnishing and Planting Vines, St. Johnswort	1,520	only	0.17	258.40
Seeding Roadside Areas	10	acres	80.00	800.00
Grass Seed, Creeping Red Fescue	130	lbs.	0.32	41.60
Grass Seed, Chewing Fescue	130	lbs.	0.32	41.60
Organic Fertilizer, 5-3-2	14	cwt.	5.00	70.00
Inorganic Fertilizer, 10-16-8	40	cwt.	4.50	180.00
Sawdust	37	unit	13.50	499.50
Preparation of Slopes Under Structure	All	Required		150.00
3/4" - 0 Crushed Material	70	cu.yds.	8.00	560.00
				$5,994.00
Flagging (57½% of Contractor's Cost)	All	Required		50.00
	Subtotal			$6,044.20
	10% Engr. & Cont.			603.80
			Total	$6,648.00

Length of Project - - - - - - - - - - -	4.697 Miles
Cost of Project Per Mile- - - - - - -	$1,415.37

Federal Funds -	$4,100.00
State Funds -	2,548.00
	$6,648.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds For Maint: Chap. 529, laws 1939

RECEIVED
JAN 9 1962
FOR FILING

5798

January 8, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5798 for roadside improvement on the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County was completed by the contractor, Knight Pearcy Nursery, on November 24, 1961, and was formally accepted by the Highway Commission on December 8, 1961.

Final payment in the amount of $500.00 will be released to the contractor on or after January 15, 1962. The total contract amount is $8,562.96, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Knight Pearcy Nursery
P. O. Box 12
Salem
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 9, 1961

Section LANCASTER DRIVE - SUBLIMITY GUN CLUB

Kind of work ROADSIDE IMPROVEMENT

Highway NORTH SANTIAM County MARION

Section prefix 124 - 1052

Contractor KNIGHT PEARCY NURSERY

Contract number 5798

Date of contract September 29, 1960

Specified work days 46

Date work started October 1, 1960

Work days used 30

Project authorization $9,369.11

Exclusive of engineering $8,702.66

Per cent of time elapsed 65%

Estimated cost of completed project, exclusive of engineering $8,702.66

Estimated per cent overrun or underrun %

Per cent of contract completed, based on estimated cost 100%

Engineering authorization $666.25

Engineering cost to date $802.54, 120%

Date project was completed November 24, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted on Thursday.

CONSTRUCTION DIVISION
RECEIVED
DEC 11 1961
NOTED-- KB
CE COE

NOTED

FINAL REPORT

Arthur Duffy

Signed Arthur Duffy

Address P. O. Box 30, Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEC 1 1961
FOR FILING

5798

November 30, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 24, 1961, on Contract No. 5798, Lancaster Drive-Sublimity Gun Club Section, in Marion County, in connection with Federal Aid Project No. S-265(8) and S-220(14).

Very truly yours,

Forrest Cooper
Acting Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
cc: Mark Astrup
H. S. Cox

RECEIVED
NOV 14 1961

~~FOR FILING~~

5-149

FORM 2-36 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1961

SUBJECT: Before and After Traffic Comparison, Lancaster Drive-Sublimity Gun Club Section
North Santiam Highway, ORE22

To: G. S. Paxson
Assistant State Highway Engineer
Office

We have recently completed a comparison of traffic on the subject section, and felt that you would be interested in the results.

You will note from the figures that the estimates of anticipated traffic are slightly less than the actual volumes recorded after the section opened. The estimates, however, were for the period approximately three years before volumes were actually recorded on the section. Allowance for growth for this three-year period would indicate substantial agreement between estimates and volumes actually recorded.

Exception to this would be the section from Lancaster Drive to the Sanitary Fill Road Interchange. At the time of the original estimate allowance was not made for the diversion of traffic from the garbage dump area and for traffic generated by the Correctional Institution.

The increase in traffic on the old and new alignments from 4,650 to 5,200, or a difference of 550, does not represent the full increment of generated traffic. It is estimated that of this 550, approximately 250 vehicles per day have been diverted from Macleay Road, and are now utilizing the North Santiam Highway as far as the Sanitary Fill Road Interchange.

A comparison of the change in traffic, 1961-1960, at the Gates Recorder indicates that there has been an increase of approximately 150 vehicles per day on this highway. The subtraction of these two estimates from the 550 vehicles would leave approximately 150 vehicles per day as that portion of the traffic which could be considered as generated by the improved alignment.

Original Signed by
FB Crandall

F. B. Crandall
Traffic Engineer

RCB:mp/dk
Attachment
cc: W. C. Williams)
Forrest Cooper)
P. M. Stephenson) Attach.
Tom Edwards)
J. D. Walker)
C. G. Polk)

RECEIVED
NOV 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

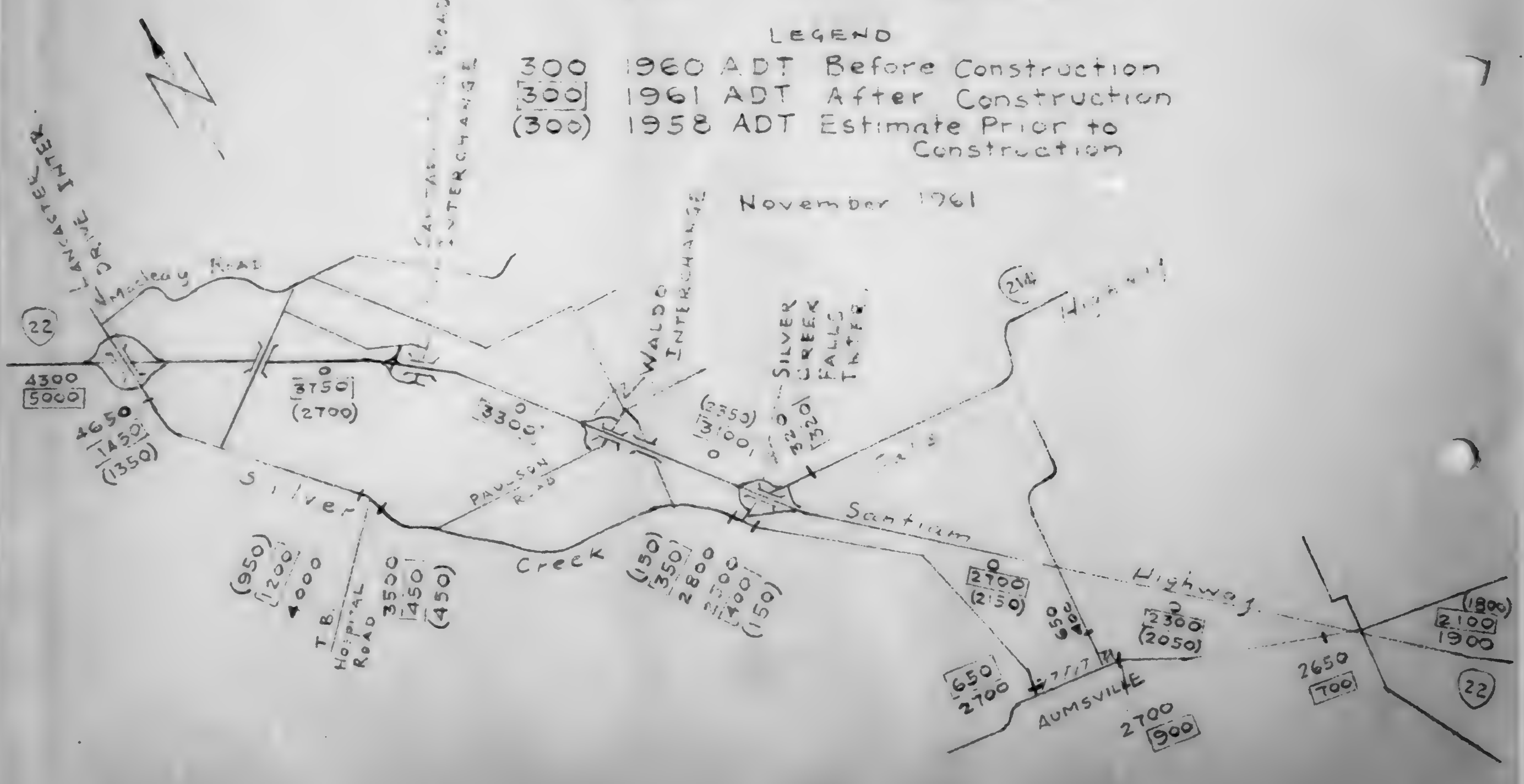
COMPARISON OF VEHICULAR TRAFFIC, LANCASTER DRIVE – SUBLIMITY GUN CLUB SECTION BEFORE AND AFTER CONSTRUCTION OF SANTIAM HIGHWAY ORE 22

Opened to Traffic September 1961

LEGEND

300	1960 ADT Before Construction
[300]	1961 ADT After Construction
(300)	1958 ADT Estimate Prior to Construction

November 1961


N
LANCASTER DRIVE INTER
Macleay Road
22
4300
5000
4650
1450
(1350)
INTERCHANGE
0
3750
(2700)
0
3300
WALDO INTERCHANGE
PAULSON ROAD
(2350)
3100
0
SILVER CREEK FALLS INTER
0
320
320
214
Highway
Silver Creek
(950)
1200
4000
T.B. HOSPITAL ROAD
3500
450
(450)
(150)
350
2800
0
0
0
(150)
Santiam Highway
0
2700
(2150)
650
400
2
2300
(2050)
650
2700
AUMSVILLE
2700
900
2650
700
(1800)
2100
1900
22

11-7-61

Contract 5798 10-25-60

RECEIVED
NOV - 2 1960
FOR FILING

Monthly Transaction No. 10-109	Form -2 (9-1)	te **Oregon**
	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	County **Marion**
Project Report No. S-269 (10) 4	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **S-220(16)**

S-220 (16)
5798

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

SR 22. Silver Cr. Falls Jct. E. 5.1 mi.
(Silver Cr. Falls Hwy. Jct.-Sublimity Gun Club)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**8-29-60**	**3.6**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **2,312**	Federal funds $ **1,500**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **October 25, 1960**

USComm-DC 40257

October 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Lancaster Drive-Sublimity Gun Club Section, Project No. S-220(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

EWC:kb

October 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Lancaster Drive-Sublimity Gun Club Section, Project No. S-220(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Enc.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-220(16)

LANCASTER DRIVE-SUBLIMITY GUN CLUB SECTION
OF THE NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1960

Type Code X005
Roadside Improvement (Sta. 428+00 to Sta. 619+00)(Contract No. 5798)

Furnishing and Planting Trees	17 only	$ 3.70	$ 62.90
Furnishing and Planting Shrubs	470 only	1.40	658.00
Furnishing and Planting Vines, Bearberry	4,100 only	0.30	1,230.00
Organic Fertilizer, 5-3-2	8 cwt	5.00	40.00
Sawdust	18 units	13.50	243.00
			$2,233.90
Flagging (57½% of Contractor's Cost)	All Required		50.00
	Subtotal		$2,283.90
	10% Engr. & Cont.		228.10
	Total		$2,512.00

Length of Project - - - - - - - - - - - - 3.617 Miles
Cost of Roadway Per Mile- - - - - - - - $694.49

Federal Funds -	$1,500.00
State Funds -	1,012.00
	$2,512.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds For Maint: Chap. 529, laws 1939

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
OCT .. 1960
FOR FILING
5-[illegible] (10)
5-220 (11)
5798

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 17, 1960

Knight Pearcy Nursery
P. O. Box 12
Salem
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5798, awarded September 29, 1960, for roadside improvement on the Lancaster Drive-Sublimity Gun Club Section of North Santiam Secondary Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

RECEIVED
OCT [illegible] - 1960
FOR FILING

S-265 (10)
S-220 (16)
5798

October 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 1, 1960, on Contract No. 5798, Lancaster Drive-Sublimity Gun Club Section, in Marion County, in connection with Federal Aid Project Nos. S-265(10) and S-220(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

I-80N-1(13) Holladay St. & 82nd Ave. 1960
5 Conn.-Columbia River Hwy.
#5799 (Roadside Improve.)

RECEIVED
JAN 13 1961

5799

January 12, 1961

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5799 for roadside improvement on the Holladay St. and 82nd Ave. Connections on Columbia River Highway in Multnomah County was completed by the contractor, Solomon Aichele, on November 14, 1960, and was formally accepted by the Highway Commission on December 12, 1960.

Final payment in the amount of $36.95 will be released to the contractor on or after January 23, 1961. The total contract amount is $[illegible],209.68 of which amount $52.63 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Solomon Aichele
11360 SE Stevens
Portland 66
Oregon

RECEIVED

FOR FILING

1-80N-1(13)5

5799

408 State Highway Building
Salem, Oregon

January 5, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer By: M. E. Martin
08-35.4-DA Salem, Oregon Acting Division Engineer

Oregon Projects I-80N-1(13)5 and I-80N-1(15)1 (Contract No. 5799),
Holladay St. & 82nd Ave. Connections - Order for State Force Work -
Furnishing plants

Reference is made to your letter dated December 22, 1960 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Porter

NOTED
FORREST COOPER

RECEIVED
DEC 23 1960
FOR FILING
I-80N-1(13)5
5799

December 22, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 202, covering furnishing plants to the contractor on the Holladay St. & 82nd Ave. Connections Section of the Columbia River Highway in Multnomah County, Contract No. 5799, in connection with Federal Aid Project Nos. I-80N-1(13)5 and I-80N-1(15)1.

The Special Provisions provide that the contractor at his option may obtain English ivy plants from Doty and Doerner Nursery. Plants so supplied **were** billed to and paid for by the State on Voucher No. 27[illegible].

The total estimated amount of the order is $[illegible]3.05 with Federal participation of $277.00. This has been verbally approved by the BPR Division Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
[illegible]

4

RECEIVED
DEC 19 1960
FOR FILING
1-80N 1(13)
1-80N-1(15)1
5799

December 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 14, 1960, on Contract No. 5799, Holladay St. and 82nd Ave. Connections Section, in Multnomah County, in connection with Federal Aid Project No. I-80N.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Form E-1—(Rev.)-

1-8CN-1(13)
1-8CN-1(15)
5799

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 18, 1960

Section HOLLADAY ST. & 82nd Ave. Conns.

Kind of work Roadside Improvement

Highway Columbia River County Multnomah

Section prefix 626-1055

Contractor Aichele Landscape

Contract number 5799

Date of contract September 29, 1960

Specified work days 35

Date work started October 11, 1960

Work days used 16

Project authorization $9196.88

Exclusive of engineering $8542.88

Per cent of time elapsed 46 %

Estimated cost of completed project, exclusive of engineering . . . . $ 8672.73

Estimated per cent overrun or underrun . . . . 1.5 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . $ 654.00

Engineering cost to date $ 654.00, 100 %

Date project was completed November 15, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed all work. Semi-Final submitted to Division Office on Friday.

Final Report

Noted

NOTED

cc: C. Hazelton
Landscape Adviser

Signed John H. Burton
John H. Burton Resident Engineer

Address 2131 SW Scholls Ferry Road, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.43					
Miles partially completed						
Miles completed	0.43					
Total estimated quantities (contract)	–					
Total quantities corrected to date						
Estimated quantities moved or placed to date						
Average daily quantities						
Average daily quantities necessary to complete project on time						
Number shifts per day	1					
Hours per shift	8					
Average force on project for week	3					

Men 2

Supervision 1

Men and trucks under 3 tons 1

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
NOV 17 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

1-[illegible]-[illegible]
1-[illegible]-[illegible]
5799

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 17, 1960

Mr. Solomon Aichele
11360 SE Stevens
Portland
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5799, awarded September 29, 1960, for roadside improvement on Holladay Street and 82nd Avenue Connections on the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
NOV - 3 1960
FOR FILING
I-80N-1(13)5
[illegible]
5799

November 3, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Holladay St. and 82nd Ave. Connections Section of the Columbia River Highway in Multnomah County, Contract No. 5799, in connection with Federal Aid Project Nos. I-80N-1(13)5 and I-80N-1(15)1.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

Contract 5799 10-25-60

RECEIVED NOV - 2 1960 FOR FILING

Monthly Transaction No. 60-H3	For -2 (9 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project Report No. 6 1-80N-1(13)5	**FEDERAL-AID PROJECT AGREEMENT**	County **Multnomah**
		Project No. **I-80N-1(15)1**

1-80N-1(15)1
5799

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 30, N.E. 16th Ave. (Portland) Ramps

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**9-2-60**	**0.0**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **5,848**	Federal funds $ **5,300**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: **R. C. Wright**
Administrative Manager

Date executed by Division Engineer **October 25, 1960**

USComm-DC 40257

October 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the 16th Avenue and Holladay Connections, Project No. I-80N-1(15)1.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RSC:bb

October 12, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the 16th Avenue and Holladay Connections, Project No. I-80N-1(15)1.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Enc.

Oregon State Highway Department

Federal Aid
Project No. I-80N-1(15)1

16TH AVENUE AND HOLLADAY CONNECTIONS OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 12, 1960

Furnishing and Planting Trees	14 only	$6.25	$ 87.50
Furnishing and Planting Shrubs	280 only	2.55	714.00
Furnishing and Planting Vines, (Silverqueen Wintercreepers)	110 only	1.55	170.50
Furnishing and Planting Vines, (Bearberry)	1,250 only	0.32	400.00
Furnishing and Planting Vines, (English Ivy)	9,450 only	0.20	1,890.00
Organic Fertilizer, 5-3-2	16 cwt.	5.00	80.00
Sawdust	38 units	12.50	475.00
Class "B" Asphaltic Concrete	54 tons	25.00	1,350.00
			$5,167.00
Flagging (57½% of Contractor's Cost)	All Required		150.00
	Subtotal		$5,317.00
	10% Engr. & Cont.		531.00
		Total	$5,848.00

Length of Project- - - - 0.000 Mile

Federal Funds -	$5,300.00
State Funds -	548.00
	$5,848.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds For Maint: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid
Project No. I-80N-1(15)1

16TH AVENUE AND HOLLADAY CONNECTIONS OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, August 25, 1960

Type Code Y005
Roadside Improvement (Sta. 60+00)

Furnishing and Planting Trees	14 only	$7.00	$ 98.00
Furnishing and Planting Shrubs	280 only	3.00	840.00
Furnishing and Planting Vines, Silverqueen Wintercreepers	110 only	1.50	165.00
Furnishing and Planting Vines, Bearberry	1,250 only	0.30	375.00
Furnishing and Planting Vines, English Ivy	9,450 only	0.20	1,890.00
Organic Fertilizer, 5-3-2	16 cwt.	5.00	80.00
Sawdust	38 unit	14.50	551.00
Class "B" Asphaltic Concrete	54 ton	25.00	1,350.00
			$5,349.00
Flagging (57½% of Contractor's Cost)	All Required		150.00
	Subtotal		$5,499.00
	10% Engr. & Cont.		549.00
		Total	$6,048.00

Length of Project - - - - 0.000 Miles

Federal Funds -	$5,400.00
State Funds -	648.00
	$6,048.00

RECEIVED
OCT 17 1960

FOR FILING
1-80N-1(13)5
1-80N-1(15)1
5799

October 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 11, 1960, on Contract No. 5799, Holladay St.-82nd Ave. Connection Section in Multnomah County, in connection with Federal Aid Project Nos. I-80N-1(13)5 and I-80N-1(15)1.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:er

RECEIVED

I-80N-1(13)5

5799

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

September 29, 1960

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-80N-1(15)1, 16th Avenue and Holladay Street Connections on the Columbia River Highway

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5799 for Oregon Project I-80N-1(15)1, 16th Avenue and Holladay Street Connections on the Columbia River Highway in Portland (Roadside Improvement), to Solomon Aichele of Portland, Oregon, low bidder in the total amount of $7,925.00 for this project and Project I-80N-1(13)5 at the September 27, 1960 bid opening.

RECEIVED
SEP 30 1960
FOR FILING
[illegible]
5799

September 29, 1960

Solomo[illegible]chele
11360 S. E. Stevens Road
Portland, Oregon

Dear Mr. Aichele:

The State Highway Commission on September 29, 1960 awarded to you State Highway Contract No. 5799 for roadside improvement on the Holladay Street and 82nd Avenue connections to the Columbia River Highway in Multnomah County

This award was based on your bid of $7,925.00 which was the low bid submitted to the Commission on September 27 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Parks Dept—Att: Mark Astrup

RECEIVED
SEP 30 1960
FOR FILING
[illegible]
5799

September 29, 1960

Solomon Aichele
11360 S. E. Stevens Road
Portland, Oregon

Dear Mr. Aichele:

The State Highway Commission on September 29, 1960 awarded to you State Highway Contract No. 5799 for roadside improvement on the Holladay Street and 82nd Avenue connections to the Columbia River Highway in Multnomah County

This award was based on your bid of $7,925.00 which was the low bid submitted to the Commission on September 27 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Parks Dept—Att: Mark Astrup

RECEIVED

FOR FILING

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

September 2, 1960

I-80N 1(13)5
#5739

C. G. Polk, Division Engineer
08-35.I Salem, Oregon

I 80N-1(13)5

Oregon Project I-80N-1(13)5

We have today approved the P. S. and E. documents for Oregon Project I-80N-1(13)5, 82nd Ave. and Hassalo St. connections, Roadside Improvement.

This is to authorize your advertising for bids.

Porter

I-80N-1(16) Sundial-Sandy River Sec., 1960
14 Columbia River Hwy. (Roadside
#5800 Improve.)

RECEIVED

I-80N-1(6)14

5800

FIDELITY AND DEPOSIT COMPANY

HOME OFFICE OF MARYLAND BALTIMORE 3

BONDING INSURANCE

E. B. McCAHAN, JR.
VICE-PRESIDENT AND GENERAL ATTORNEY
J. H. JACKSON
ASSISTANT GENERAL ATTORNEY
W. D. BOLLINGER
MANAGER AND ATTORNEY
R. O. BARNETT
ASSISTANT MANAGER AND ATTORNEY

CLAIM DEPARTMENT

June 16, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State of Oregon
State Highway Department
Salem, Oregon

Dear Sir:

Re: Bert Benedict & Lee Benedict, general
partnership dba Benedict Nursery Company
Bond 55 35 013 - Our Star # 18231

We have before us your letter of June 7 pertaining to claim in the amount of $291.75 filed by A. M. Mead for stock in connection with the landscaping contract of Benedict Nursery Company under your Highway Contract #5800 with reference to roadside improvement, Sundial-Sandy River Section of the Columbia River Highway in Multnomah County.

We are taking this up with Benedict Nursery.

Very truly yours,

H. C. Nuttle
Attorney

HCN:REC
cc:Mr. Robert B. Cumming
Portland Branch Office

RECEIVED
1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 8 1961
FOR FILING

I-80N-1(11)14
5800

July 7, 1961

Earl McFarlan
Attorney at Law
1017 "M" Street
Sweet Home, Oregon

Dear Mr. McFarlan:

This is to acknowledge receipt of your letter of June 2, and attached Notice of Claim of your client, A. M. Mead, in the amount of $291.75, for stock furnished for landscaping on the Benedict Nursery Company contract, 5800.

The Secretary of State has informed us that your client's claim was filed in his office on June 5, 1961.

The Secretary of State has assigned his file number, 3824, to this claim.

This claim will be noted in our records, and we will advise the surety and the contractor of this filing.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query,
Secretary

CWH:mg

NOTED ON CARD
dc

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

June 5, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received from Earl McFarlan, Attorney at Law 1017 M Street, Sweet Home, Oregon, attorneys and filed as of this date, a notice of claim by A. M. Mead for stock furnished for land scaping in the sum of $291.75 against the bond taken from Benedict Nursery Co. and the Fidelity & Deposit Company of Maryland for the work of roadside improvement on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County, Oregon. State Highway Contract No. 5800.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK
Enc.

Cle, please reply
FQ

RECEIVED
JUN 6 1961
OREGON
STATE HIGHWAY COMMISSION

[illegible]
C. W. HEAD

EARL McFARLAN
ATTORNEY-AT-LAW
PHONE EMPIRE 7-3134
1017 M STREET
SWEET HOME, OREGON

June 2, 1961

State of Oregon
State Highway Department
Salem, Oregon

#5800

Dear Sirs:

I am enclosing a copy of Notice of Claim executed by A. M. Mead, which is a copy of the original which I am mailing to the Secretary of State today for filing.

Very truly yours,

Earl McFarlan
Earl McFarlan

jk

Enc.

RECEIVED
JUN 5 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Notice of Claim

To: State of Oregon
State Highway Department
Salem, Oregon

Notice hereby is given that the under signed A. M. Mead has a claim for stock furnished for landscaping, described as follows, to-wit:

445	Vine Maple	@	$ .60	$267.00
115	Douglas Spirea	@	.45	51.75
140	Mock Orange			63.00
5	Fir Trees	@	2.00	10.00
				$391.75

less $100.00 paid on account leaving a balance owing in the sum of Two Hundred Ninety One and 75/100 ($291.75), which said sum is hereby claimed against the bond taken from Benedict Nursery Co. and the Fidelity & Deposit Company of Maryland for the work of roadside improvement on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County, Oregon, on Contract No. 5800 with the State of Oregon, State Highway Commission.

Dated at Sweet Home, Oregon, this 2ND day of June, 1961.

/s/ A.M. MEAD
A. M. Mead
1447 "T" Street
Sweet Home, Oregon

RECEIVED
JUN 3 1961
FOR FILING

I-80N-1(10)14

5400

June 7, 1961

Fidelity & Deposit Company of Maryland
Baltimore 3,
Maryland

Gentlemen:

Attached is a copy of a claim in the amount of $391.75, which has been filed with the Secretary of State by A. W. Wood for stock furnished for landscaping to Benedict Nursery Co. This appears to be in reference to Highway contract, 5893, Benedict Nursery Co., principal, roadside improvement, Sundial-Sandy River Section of the Columbia River Highway in Multnomah County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Secretary

WWlng
cc: Portland Branch Office,
    Robert B. Cumming, Mgr.
  Benedict Nursery Co.
  W. K. McIver
  Glenn L. Jackson
  W. C. Williams
  Forrest Cooper

NOTED ON CARD
dc

Notice of Claim

To: State of Oregon
State Highway Department
Salem, Oregon

Notice hereby is given that the under signed A. M. Mead has a claim for stock furnished for landscaping, described as follows, to-wit:

445	Vine Maple	@	$ .60	$267.00
115	Douglas Spirea	@	.45	51.75
140	Mock Orange			63.00
5	Fir Trees	@	2.00	10.00
				$391.75

Less $100.00 paid on account leaving a balance owing in the sum of Two Hundred Ninety One and 75/100 ($291.75), which said sum is hereby claimed against the bond taken from Benedict Nursery Co. and the Fidelity & Deposit Company of Maryland for the work of roadside improvement on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County, Oregon, on Contract No. 5800 with the State of Oregon, State Highway Commission.

FILED
JUN 5 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

Dated at Sweet Home, Oregon, this 2nd day of June, 1961.

A. M. Mead
A. M. Mead
1447 "I" Street
Sweet Home, Oregon

File #3824

FILED
JUN 5 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUN 5 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB 1 1961
FOR FILING

[illegible]

5800

January 31, 1961

Fidelity & Deposit Co. of Maryland
Portland Branch Office
902 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5800 for roadside improvement on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County was completed by the contractor, Benedict Nursery Co., on December 8, 1960, and was formally accepted by the Highway Commission on January 27, 1961.

Final payment in the amount of $500.00 will be released to the contractor on or after February 10, 1961. The total contract amount is $5,209.24, and no force account work was performed on the project.

You have been previously notified that a claim has been filed against this contract.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

cc: Benedict Nursery Co.,
735 NE 87th Ave.,
Portland
Oregon

RECEIVED
JAN

I-80 N-1(16) 14

5900

Fidelity and Deposit Company

HOME OFFICE OF MARYLAND BALTIMORE 3

BONDING FD INSURANCE

CLAIM DEPARTMENT

E. B. McCAHAN, Jr.
VICE-PRESIDENT AND GENERAL ATTORNEY
J. H. JACKSON
ASSISTANT GENERAL ATTORNEY
W. D. BOLLINGER
MANAGER AND ATTORNEY
R. O. BARNETT
ASSISTANT MANAGER AND ATTORNEY

January 23, 1961

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

Re: Our Bond #5535013 - Benedict Nursery Co.

We have your letter of January 12, 1961 and thank you for bringing to our attention that Benedict Nursery Co. has an unpaid bill in the amount of $291.75 for nursery stock furnished by Mead Native Shrubs.

Very truly yours,

G F Schmuff

G. F. Schmuff

GFS:cvc
cc: Mr. R. B. Cumming

RECEIVED
1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

I-80N-1(16)14
5800

Benedict Nursery Company

Telephone ALpine 4-6542

Growers of
RELIABLE NURSERY STOCK
Since 1890
735 N. E. 87th AVENUE
PORTLAND 15, OREGON

FRUIT, SHADE AND
ORNAMENTAL TREES
SHRUBS AND
EVERGREENS

[illegible]

Dorothy

January 18th, 1961.

State Highway Commission
Highway Building
Salem
Oregon.

Attention Floyd Query.

Dear Mr. Query:

Replying to your letter of January 12th concerning amount of $291.75 claimed as owing to him by A. M. Meade doing business as the Meade Nursery, Sweet Home, Oregon, we owe Mr. Meade nothing for this nursery stock.

The writer received this stock late in the evening of November 21st, 1960 at Mr. Meade's Nursery near Sweet Home, but as it was wrapped securely in burlap did not take the bales apart for inspection. Mr. Meade was told at the time that this stock was for a Highway job and would have to pass Highway inspection and if it did not pass we would return it to him immediately.

The stock was inspected the next morning in our packing shed and was found to be shrubs and trees he had dug out of the woods which were not properly rooted and would not grow. We called Mr. Meade immediately by telephone telling him we could not use this stock and asked him what to do about it. He stated that we could use anything we thought would pass inspection and hold the balance and that he would call with his truck in the near future and pick it up. We waited eight days and as Mr. Meade had not come to our nursery we baled these plants up and returned them to Mr. Meade by Motor Freight and mailed bill of

NOTED ON CARD
dc

Benedict Nursery Company

Telephone ALpine 4-6542

Growers of
RELIABLE NURSERY STOCK
Since 1890
735 N. E. 87th AVENUE
PORTLAND 15, OREGON

FRUIT, SHADE AND
ORNAMENTAL TREES
SHRUBS AND
EVERGREENS

January 18th, 1961.

State Highway Commisssion 2.

lading to him together with a debit memo for stock returned showing a balance of $59.00 still due us on the shrubs as we had made an advance payment of $100.00. We are enclosing copy of debit memo.

We received a letter from Mr. Meade's Attorney Mr. McFarland concerning this matter and referred it to our Attorneys, Potts & Davidson, 912 Yeon Building, Portland, Oregon. Mr. Potts wrote Mr. Meade that the stock did not pass Highway inspection and was returned to him and we did not owe Mr. Meade any money.

We trust this clears the matter up and we remain,

Yours truly,

BENEDICT NURSERY COMPANY

By Lee Benedict

LB-RG

Encl. 1.

RECEIVED
JAN 20 1961
OREGON
STATE HIGHWAY COMMISSION

COPY

A., M. Meade
Rte. 2, Box 521

Debit Memo

November 30th, 1960
Sweet Home, Oregon
11/30/60
Sites Auto Frgt.

DEBIT MEMO

Stock returned:

445	Vine Maple	.60	267.00
140	Mock Orange		63.00
			330.00
	371.00 cr.		
	330.00 dr.		
	41.00 cr.		
	100.00 paid on acct		100.00
	59.00 dr.		430.00

NOTED ON CARD
lc

RECEIVED
JAN 13 1961
FOR FILING

1-10N-1(16)19

5800

January 12, 1961

Fidelity & Deposit Co. of Maryland
Baltimore 3, Maryland

Gentlemen:

A letter dated January 9 has been received from Earl McFarlan, attorney on behalf of his client, A. M. Mead dba Mead Native Shrubs, Sweet Home, advising that Benedict Nursery Co. owes his client $291.75 for nursery stock furnished on their contract with the State Highway Department.

This appears to be in connection with Benedict Nursery Co. Contract No. 5800 for roadside improvement on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Fidelity & Deposit Company of Maryland
Portland Branch Office
900 Failing Building
Portland 4, Oregon
Attn: Robert B. Cumming, Manager

Benedict Nursery Co.
735 N. E. 87th Ave.
Portland, Oregon

NOTED ON CARD

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
JAN 13 1961
FOR FILING

1-48 N-1 (16) 14

5800

January 12, 1961

Mr. Earl McFarlan
Attorney at Law
Sweet Home, Oregon

Dear Sir:

This is to acknowledge your letter of January 9 informing us that Benedict Nursery Co. owes your client, A. M. Mead dba Mead Native Shrubs, $291.75 for nursery stock. You state that this nursery stock was apparently used by Benedict Nursery Co. on their contract with the State Highway Department. In examining our records this appears to be in connection with the Benedict Nursery Co. Contract No. 5800 for roadside improvement on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County.

This contract was completed December 8, 1960, but has not yet been accepted by the State Highway Commission. The Fidelity & Deposit Company of Maryland, through the Portland Branch Office, Robert B. Cumming, Manager, 900 Failing Building, Portland 4, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

The State does not make payment of claims but looks to the prime contractor and the surety for such payment.

If your client wishes to protect his claim under the bond, it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. You are no doubt familiar with the filing procedure. However, for your ready reference we are attaching excerpts from the Oregon Laws outlining this procedure.

In the interim, this information will be noted in our records and we will advise the surety and the contractor regarding its receipt.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

Secretary

Enc.

CWH:fp

EARL McFARLAN
ATTORNEY-AT-LAW
PHONE EMPIRE 7-3134
1017 M STREET
SWEET HOME, OREGON

REFERRED TO
C. H. MAISON, Auditor

January 9, 1961

State Highway Department
Accounting Division
State Highway Building
Salem, Oregon

Re: Benedict Nursery Company

Dear Sirs:

I represent A. M. Mead, who does business as Mead Native Shrubs, at Route 2, Sweet Home, Oregon. It is my understanding that Benedict Nursery Company, 735 N. E. 87th Avenue, Portland 15, Oregon has a contract with the State Highway Department for landscaping. On November 2, 1960, Benedict Nursery Company wrote to Mr. Mead and ordered certain stock. On November 21, 1960, Lee Benedict, who is the owner and operator of Benedict Nursery Company, went to Mr. Mead's place of business and purchased and received delivery of certain stock. Benedict thereafter made a further order which was shipped to him on December 1, 1960.

Benedict has paid $100.00 on the account on November 21, 1960, but has refused to pay the balance of $291.75 which is owing on the account. The following is a statement of the account:

Stock purchased 11-21-60	
445 Vine Maple @ $.60	$ 267.00
70 Douglas Spirea @ $.45	31.50
140 Mock Orange	63.00
5 Fir trees @ $2.00	10.00
Total	$ 371.50
Benedict paid 11-21-60	$-100.00
Balance	$ 271.50
Shipped to Benedict 12-1-60	
45 Douglas Spirea @ $.45	20.25
Total Balance	$ 291.75

Since Benedict Nursery Company apparently purchased this stock in connection with it's contract with the State Highway Department, we are hereby notifying you that this balance of $291.75 is unpaid. We would like to have this bill paid from funds owing to Benedict Nursery Company on its contract, if at all possible. We would also appreciate it if you would advise us of the name and address of the company that issued the bond for Benedict Nursery Company on the contract.

We will be glad to furnish any additional information which you may require.

Thank you very much for your attention in this matter.

Very truly yours,

Earl McFarlan

Earl McFarlan

NOTED
C. W. HEAD

RECEIVED
JAN 9 1961

I-80N-1(16)14

January 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Sundial-Sandy River Section
Columbia River Highway
Multnomah County
Project No. I-80N-1(16)4
Contract No. 5800

Dear Sir:

Herewith is a copy of Order for State Force Work No. 1 covering the furnishing State controlled plants to the contractor in accordance with the Special Provisions of the subject contract. This copy is submitted for your information and files.

Approval of this order was included in approval of P.S. & E. documents.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

Form E-1—(Rev.)—

I-5-4-1(16)14

#58[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report #13

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 7, 1961

Section Sundial - Sandy River

Kind of work Roadside Improvement

Highway Columbia River County Multnomah

Section prefix 626-1056

Contractor Benedict Nursery Co.

Contract number 5800

Date of contract Sept. 29, 1960

Specified work days 36

Date work started Oct. 17, 1960

Work days used 35

Project authorization $ 6,061.50

Exclusive of engineering $ 5,633.46

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 5,390.89

Estimated per cent overrun or underrun -3.95 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 431.04

Engineering cost to date $ 55.56, 12.9 %

Date project was completed Dec. 8, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate was submitted to Division Office on Thursday.

This will be the last weekly report on this project.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
JAN 9 1961

NOTED OE ADE AOE DOE

Noted
M. N. Juve

Signed C. T. Keasey
C. T. Keasey, Res. Eng'r.

Address PO Box 625, Troutdale, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING Landscaping	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.03				
Miles partially completed					
Miles completed	1.03				
Total estimated quantities (contract)	80 CY Topsoil				
Total quantities corrected to date	77				
Estimated quantities moved or placed to date	77				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		Holiday
Tuesday	Fair		
Wednesday	O'cast		
Thursday	Rain		
Friday	Rain		
Saturday			

RECEIVED
JAN -5 1961
FOR FILING

I-80N-1(16)14
5800

January 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 8, 1960, on Contract No. 5800, Sundial-Sandy River Section, in Multnomah County, in connection with Federal Aid Project No. I-80N-1(16)14.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

cc: Clarence G. Swenson

RECEIVED
JAN -5 1961
FOR FILING
I-80N-1(16)
5800

January 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, covering State furnished plants on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County, Contract No. 5800, in connection with Federal Aid Project No. I-80N-1(16)14.

In accordance with the Special Provisions of this contract, the contractor, at his option, may procure State controlled English Ivy plants from the Doty & Doerner Nursery. The contractor has obtained plants from this source.

This order has been verbally approved by the BPR Division Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. L. Porter
Office Engineer

DBP:sw

Encl.

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
NOV -7 1960
FOR FILING
1-80N-1(16)14
5800

N

November 7, 1960

Benedict Nursery Co.,
735 NE 87th Ave.,
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5800, awarded September 29, 1960, for roadside improvement on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Encl.

RECEIVED
OCT , 1960
FOR FILING
1-80N-1(16)14
5800

October 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County, Contract No. 5800, in connection with Federal Aid Project No. I-80N-1(16)14.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

Contract No. 5800 10-25-60

Monthly Transaction No. RECEIVED NOV - 2 1960 11-111	Form PR-2 (9-[illegible]7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
		County **Multnomah**
Project Report No. FOR FILING 6	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **I-80N-1(16)14**

I-80N-1(16)14
5800

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 30. UPRR U'xing (Sundial) to Sandy R.

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	9-2-60	1.0
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 5,926	Federal funds $ 5,400

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______

~~Deputy~~ State Highway Engineer
(title)

By ______

______
(title)

By ______

______
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **C. G. Polk**
Division Engineer

By: **R. C. Wright**
Administrative Manager

Date executed by
Division Engineer **October 25, 1960**

USComm-DC 40257

October 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Sundial-Sandy River Section, Project No. I-80N-1(16)14.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

October 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Sundial-Sandy River Section, Project No. I-80N-1(16)14.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Oregon State Highway Department

Federal Aid
Project No. I-80N-1(16)14

SUNDIAL-SANDY RIVER SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1960

Type Code Y005
Roadside Improvement (Sta. 455+00 to Sta. 509+70)(Contract No. 5800)

Furnishing and Placing Topsoil	80 cu.yds.	$ 2.00	$ 160.00
Furnishing and Planting Trees	96 only	2.50	240.00
Furnishing and Planting Shrubs	1,375 only	1.92	2,640.00
Furnishing and Planting Vines	3,500 only	0.25	875.00
Seeding Roadside Areas	1 acre	1,000.00	1,000.00
Organic Fertilizer, 5-3-2	12 cwt	4.00	48.00
Sawdust	25 units	13.00	325.00
			$5,288.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
	Subtotal		$5,388.00
	10% Engr. & Cont.		538.00
	Total		$5,926.00

Length of Project - - - - - - - - - - - 1.028 Miles
Cost of Project Per Mile- - - - - - - $5,764.59

Federal Funds -	$5,400.00
State Funds -	526.00
	$5,926.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-1(16)14

SUNDIAL-SANDY RIVER SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 17, 1960

Type Code Y005
Roadside Improvement (Sta. 455+00 to Sta. 509+70)

Furnishing and Placing Topsoil	80	cu.yds.	$ 3.00	$ 240.00
Furnishing and Planting Trees	96	only	5.75	552.00
Furnishing and Planting Shrubs	1,375	only	2.75	3,781.25
Furnishing and Planting Vines	3,500	only	0.20	700.00
Seeding Roadside Areas	1	acre	300.00	300.00
Organic Fertilizer, 5-3-2	12	cwt	5.00	60.00
Sawdust	25	units	14.00	350.00
				$5,983.25
Flagging (57 1/2% of Contractor's Cost)	All Required			$ 100.00
	Subtotal			$6,083.25
	10% Engr. & Cont.			607.75
		Total		$6,691.00

Length of Project . . . . 1.028 Miles
Cost of Project Per Mile. $6,508.75

Federal Funds -	$6,000.00
State Funds -	691.00
	$6,691.00

RECEIVED
OCT 20 1960
FOR FILING
[illegible]
5800

October 19, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 17, 1960, on Contract No. 5800, Sundial-Sandy River Section, in Multnomah County, in connection with Federal Aid Project No. I-80N-1(16)14.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

RECEIVED
OCT [illegible]
FOR FILING
I-80N-1 (16)
5800

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

September 29, 1960

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-80N-1(16)14, Sundial-Sandy River Section,
Columbia River Highway

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5800 for Oregon Project I-80N-1(16)14, Sundial-Sandy River Section, Columbia River Highway (Roadside Improvement), to Benedict Nursery Company of Portland, Oregon, low bidder in the amount of $5,288.00 at the September 27, 1960 bid opening.

RECEIVED
SEP - 1960
FOR FILING
I-80N-1(16)14
2400

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

September 2, 1960

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-80N-1(16)14

We have today approved the P. S. and E. documents for Oregon Project I-80N-1(16)14, Sun Dial-Sandy River Section, Columbia River Highway, landscaping.

This is to authorize your advertising for bids.

Porter

F-162(3) Rickreall-Orr Corner Sec., 1960
Pacific Hwy., West
#5801 [redacted]

RK
543
5 10 62

RECEIVED
MAY 12 1967

FORM [illegible] 10-66 SP*23401-734

FOR FILE
F-162 (3)

5801

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1967

RAILROAD COMPANIES
FILE No. 543

SUBJECT: File Nos. Pux 372 & R-20564
Signalization Agreement
Southern Pacific Company
Pacific Highway West
Crossing No. CM-729.7 near Gerlinger
Polk County

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

Attached please find a fully executed duplicate original of a signalization agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachments

cc: Tom Edwards (1)
F. B. Crandall (1)
F. D. Morgan (2)
E. S. Hunter (1)
R. D. Asburry (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (1)
T. W. Litchfield (1)

Linda
To note & file
TG

noted
5-11-67
bmr

Agenda
4 Q

Salem, Oregon
March 22, 1967

Signalization Agreement
Southern Pacific Company
Grade Crossing at M. P. 58.61
south of Rickreall
Pacific Highway West
Polk County

Mr. G. E. Rohde
Chief Counsel
BUILDING

Attention: Mr. Jack L. Sollis
Staff Attorney

RAILROAD COMPANIES
FILE No. 543

Attached for further handling are two copies of an agreement with the Southern Pacific Company providing for the installation of automatic crossing gates at a grade crossing on the above-mentioned section.

When this agreement has been fully signed and dated, please return one executed copy to this office for the Commission's files.

Floyd Query, Secretary

lmr
Att.

cc: T. W. Litchfield

MAR 13 1967

March 9, 1967

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the March 14 meeting a proposed agreement with the Southern Pacific Company providing for the installation of crossing gates at the grade crossing south of Rickreall at M.P. 58.61 on Pacific Highway West in Polk County.

This agreement provides that the State and the Railroad share the cost of this installation on a 50-50 basis, and that the Railroad maintain the signals after installation. The existing cantilever-type signals will remain in place in addition to the crossing gates. The estimated cost of this work is $14,000, with the State's share estimated to be $7,200.

We recommend approval of this agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (attention T. W. Litchfield)
C. H. Maison
L. H. Young
R. D. Asburry

TWL:sg cm

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1967

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Signalization Agreement
Southern Pacific Company
Grade Crossing at M.P. 58.61
south of Rickreall
Pacific Highway West-Polk County

On October 7, 1966, Mr. E.A. Kendrew of the Southern Pacific Company and the undersigned examined the above-captioned grade crossing and later met with you and discussed the installation of crossing gates to supplement the existing protection at this grade crossing.

Herewith you will find duplicate counterparts of a proposed agreement with the railroad providing that the railroad will install automatic crossing gates in addition to the existing PUC Standard No. 2B Cantilever flashing light signals at this location. It further provides that the State and the railroad will share this cost on a 50-50 basis. A telephone call to Mr. Kendrew on February 17, 1967 revealed that the estimated cost of this installation was $14,000, with the State's share to be $7,200. The railroad is to maintain the signals after installation. It also provides that the railroad will have one year to complete the work after labor and materials are available, following execution of this agreement.

This agreement has been reviewed by the Legal and Construction Divisions and found to be satisfactory. We now recommend your approval and request that this be placed on the agenda for the Highway Commission meeting of March 14, 1967. A rough draft letter to the Commission is attached.

F.D. Morgan
Construction Engineer

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

By

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg
Enc.

Mr. Klaboe:
The agreement has been approved as to form & legality. You will note it contains nothing as to limit of total cost of project.
DTE

Southern Pacific Company

251 UNION STATION, PORTLAND, OREGON 97209

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

V. R. RUSSELL
ASSISTANT SUPERINTENDENT
DUNSMUIR, CALIF. [illegible]

February 14, 1967

IN REPLY PLEASE REFER TO
GMO 63352

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon, 97310

Attention: Mr. T. W. Litchfield

Dear Sir:

Referring to previous correspondence regarding the installation of automatic gates in lieu of cantilever signals at crossing CM-729.7 near Gerlinger on U.S. Highway 99W.

Attached are duplicate counterparts of proposed agreement with the State of Oregon covering the installation of automatic gates in support to Standard No. 2 cantilever flashing light signals.

Please review and if satisfactory, have executed on behalf of the State and then return both counterparts to us for further attention. Signatures of the officials executing the instrument on behalf of the State should be acknowledged.

Yours truly,

AWKilborn

Routing

Morgan		Pease E
Dicker		Morelock
Bond	RECEIVED	Trout
LaBue	FEB 17 1967	Scott
Walker		Wills
Glenn	CONSTRUCTION	/ Litchfield
Swan	DIVISION	Olson

ESTIMATED TOTAL COST $14,400
STATE'S SHARE $7200
RCD. BY PHONE FROM EA KENDREW
OF SPCo ON 2-17-67
L

COPY TO SOLLIS
FOR REVIEW 2-17-67

RECEIVED
MAR 24 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 22, 1967

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Re: Pux 372
Signalization Agreement
G-Xing at M.P. 58.61 S. of Rickreall
Pacific Highway West
Polk County

Dear Mr. Williamson:

Please find attached duplicate originals of a signalization agreement relative to the above-entitled matter, which have been executed by the Highway Commission. Please secure the signatures of the proper railroad officials and return one fully executed copy of the agreement to this office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachments

cc: Mr. A. W. Kilborn
Superintendent
251 Union Station
Portland, Oregon 97209

R. L. Porter
F. W. Litchfield

NOTED

RECEIVED
MAR 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 9 - 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. A. W. Parsons, Division Engineer
Salem, Oregon

November 29, 1963

L. R. Backlund, Administrative Manager
Salem, Oregon

Unauthorized Subcontracting
Oregon Project F-162(3), Voucher No. 7 - Final
Rickreall-Orr Corner Section

The audit of the subject voucher resulted in an audit exception covering apparent unauthorized subcontracting, which in addition to authorized subcontracts would have meant that 60.3% of the work on the subject project had been done by subcontractors.

By memorandum dated 7-9-63 this was referred to the State for their investigation. By letter dated 10-16-63 they furnished a report on the results of their investigation which in summary revealed the adjusted subcontracting was 49.98%. This information was furnished to the auditors to verify the existence of the additional data in the State's records. Their findings substantiate the State's reply.

Considering the earnest action the State has taken in this case and the efforts they have taken to control the problem of unauthorized subcontracting, with your concurrence, I recommend the exception be waived and the voucher paid in the amount claimed.

I concur in above recommendation.

12/2/63 /s/ A. W. Parsons

Copies to Young
Morgan
12-6-63

RECEIVED
OCT 18 1963
FOR FILING

5801

October 16, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Unauthorized Subcontracting
Oregon Project F-162(3)
Vo. No. 7 - Final
Rickreall-Orr Corner Section
Contract No. 5801

Dear Sir:

Reference is made to L. R. Backlund's memorandum of July 9 concerning unauthorized subcontracting on subject project.

Our Division personnel have contacted the prime contractor, and we now have in our files the following information:

1. A letter from D. F. McKenzie acknowledging the reduction in his original subcontract of $1,063.31 for work done by the prime contractor's forces on items covered by subcontract.

2. Subcontracts with E. N. Peterson, Inc., for items 16, 17 and 18; J. C. Denton & Sons, Inc., for items 21 and 22; and Electric Corporation for item 45, which is a specialty item.

3. Certified payrolls covering the five weekly periods from July 9 to August 10, 1961, indicating the operators of the equipment hauling rock for items 24, 25, and 28 were carried on the prime contractor's payrolls. The trucks in this instance were leased on a unit basis, which is similar to the occurrence on the Cottage Grove to Divide Section; wherein, it was determined that a higher authority would have to make the decision as to whether or not this would be considered a subcontract item.

On the basis of the new subcontracts and other data, the percentage of work now subcontracted amounts to 49.98 per cent. A copy of the breakdown of this amount is attached.

These records will be on file in the Construction Office and can be perused at your convenience. If more information is required, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Attachment

cc Forrest Cooper
F. D. Morgan
L. H. Young
R. D. Asburry
C. H. Maison

JFP:bjm: ajw

FORM E-30 50M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1963

SUBJECT: Rickreall-Orr Corner Section
Pacific Highway West

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Division II has finally been able to resolve the discrepancies of percentage of work subcontracted on subject project, and we now have in our office copies of subcontracts from those firms who were being paid for doing work not covered by subcontract during the period of work. This matter was brought to our attention by Memorandum dated July 9, 1963, from L. R. Backlund of the Bureau of Public Roads.

The subcontracts which we now have cover 49.98% of the contract amount, which is within our allowance. The hauling of the material was performed by leased trucks with the drivers being carried on the prime contractor's payroll.

The lease was on a unit basis, duplicating the occurrence on Warren Northwest job between Cottage Grove and Divide, which was the subject of a meeting between contractors, Bureau and State personnel in your office where it was determined that a higher authority would have to make a decision as to whether or not this constituted an actual subcontract.

A copy of the Division report and a rough draft of reply to the Bureau are attached for your use.

F. D. Morgan
Construction Engineer

By J Putnam
J. F. Putnam
Assistant Construction Engineer

RECEIVED
OCT 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

JFP:bjm
Attachments

cc: L. H. Young (w/attach.)
R. D. Asburry "

FORM E-20X 50M 3-63 43606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

TRUCTION DIVISION
OCT [illegible] 1963

Salem, Oregon
October 1, 1963

SUBJECT: Rickreall-Orr Corner Section
Pacific West Highway

To:

Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. J. F. Putnam, Asst. Construction Engineer

In response to BPR Division Engineer Administrative Manager L. R. Backlund's July 9th letter indicating that 60.3% of the subject project was done by subcontract forces although only 48.7% of the non-specialty items were covered by approved subcontracts, George A Lindahl, Secretary, of Salem Road and Driveway Company, has submitted the following September 25th letters and supporting data:

(1) Subcontracts with E. N. Peterson, Inc., J. C. Denton & Sons, Inc., and Electric Corporation. The subcontract with E. N. Peterson, Inc., covers items 16, 17 and 18, which at the contract amount of $964.00, amounts to 0.746% of the non-specialty items. The subcontract with J. C. Denton & Sons, Inc., covers items 21 and 22 which at the contract amount of $1,709.50 amounts to 1.323% of the non-specialty items. The subcontract with Electric Corporation covers item 45 which is a specialty item. Tabulations comparing the Peterson and Denton subcontracts with the contract amounts are attached as well as the subcontract themselves. These subcontracts plus those previously approved on non-specialty items, would amount to 50.802% of the non-specialty items. Lindahls letter explains they had originally intended to carry the various personnel involved on these subcontracts on their own payrolls which would not have amounted to a subcontract but due to provisions in certain labor contracts prohibiting the use of the crafts to be employed by others they were unable to do so. This is of course no excuse for not having submitted these subcontracts immediately upon learning of this. We are also somewhat at fault in not seeing that this was done.

(2) Certified payrolls covering the 5 weekly periods from July 9th to August 10th, 1961, indicating the operators of the equipment hauling rock for items 24, 25 and 28 were carried on their payrolls. On this basis, the hauling of these materials were not subcontracted.

(Continued)

(3) A certification from D. F. McKenzie agreeing to a reduction in a previously approved subcontract with him covering items 1 through 15 and 23 in the amount of $1,063.81. This would amount to .823% of the non-specialty items and would in effect reduce the subcontracted items by this amount to a total 49.979% of the non-specialty items.

(4) A letter with no attachment reviewing the amounts subcontracted. This letter confirms the figures given above except for their failure to round out the fourth digit in the per cent subcontract. Our computation sheet is attached to this letter.

Previously they had given us a tabulation taken directly from their books giving each item, whether it was contracted, if so, in what amount, actual payments to subcontractors, and the amounts on the subcontracts they actually performed with their own forces. There does not appear any reason to question the official documentation as listed in the 4 paragraphs above but should you want the cost analyst to delve into this in more detail, then this last listed tabulation which is attached, would be of some use to you.

R. D. Asburry
Division Engineer

By:

Gerald W. Wimer
Assistant Division Engineer

GWW:jc
Enc.

EM 3-5468

5 3

SALEM ROAD AND DRIVEWAY CO.
SALEM-DALLAS HIGHWAY
P. O. BOX 603
SALEM, OREGON

Sept 25, 1963

State Highway Department
State of Oregon
Salem 10, Oregon

Attention: Mr. R. D. Asburry, Division Engineer

Gentlemen:

We wish to submit to you our computation of the prime contractors percentage of work performed and the sub contractors percentage of work performed for contract number 5801 as follows:

Original contract amount		$201,504.60		
Less Specialty Items		72,272.60		
Net Contract amount		$129,232.00		
Total sub contracts	$137,924.60			
Less Specialty Items	72,272.60			
Less Charge back to sub	1,063.81	$ 64,588.19		
Prime contractors total work performed		$ 64,643.81	.5003%	50.02
Sub contractors total work performed		$ 64,588.19	.4997%	49.98

Very truly yours,

Salem Road & Driveway Co.

George A. Lindahl

George A. Lindahl, Sec.

RECEIVED
AUG 9 - 1963

FORM E-30 50M 5-62 43906

FOR FILING

5801

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1963

SUBJECT: Rickreall-Orr Corner Section
Pacific Highway West

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Herewith a copy of an interim report concerning unauthorized subcontracting on subject project. As soon as the proper papers have been prepared they will be submitted to the Bureau so that all question of subcontracting over the 50% limitation is taken care of.

F. D. Morgan
Construction Engineer

By J F Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:bjh
Attachment

RECEIVED
AUG 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20X 80M 3-63 49808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
AUG 2 1963

Salem, Oregon
July 31, 1963

SUBJECT: Rickreall-Orr Corner Section
Pacific Highway West

To: Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. J. F. Putnam

The following is submitted as an interim report on the B.P.R. audit indicating that 60.3 per cent of the subject project was done by subcontract forces, although only 48.7 per cent was covered by approved subcontracts.

A meeting was held yesterday with Fred Voight of the Salem Road and Driveway organization and his office man, Fred Welch, and Division Engineer R. D. Asburry and myself.

Apparently J. C. Denton, E. N. Peterson and the Electric Corporation all did work without benefit of a subcontract, which they are now in the process of submitting. Barnes and Hanson were not subcontractors, since the equipment was rented and the operator carried on the prime contractor's pay roll. He is submitting documentation to this effect.

The above will bring the subcontract amount to 50 per cent or possibly slightly in excess. However, the prime contractor apparently did some work on Items 1 through 15, which were previously subcontracted to D. F. McKenzie. That subcontract will need modification, which will then bring the subcontracted amount below 50 per cent.

This report is intended strictly as an informational report to you and when the actual documents are received from the contractor a more official reply will be made.

R. D. Asburry

R. D. Asburry
Division Engineer

By

G. W. Wimer
Assistant Division Engineer

GWW:AM

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer July 9, 1963
Salem, Oregon

By:
A. W. Parsons, Division Engineer L. R. Backlund
08-35.5 Salem, Oregon Administrative Manager

Unauthorized Subcontracting
Oregon Project F-162(3), Vo. No. 7 - Final
Rickreall-Orr Corner Section
Contract # 5801

We have received the Audit Report covering the subject claim. The report indicates that 48.7% of the work was done by approved subcontracts and in addition there appeared to be unauthorized subcontracts for an additional 11.6% of the work. If there were actually unapproved subcontracts the total of work subcontracted amounts to 60.3% of the total.

Attached is a copy of the schedule of exceptions with more detailed information.

Before we take final action on this matter we feel you should be given the opportunity to make whatever investigation you deem necessary to determine whether or not there were bonafide unapproved subcontracts. Should your findings verify the existence of unapproved subcontracts the 50% limitation on subcontracting has been exceeded. It will then be necessary to submit the matter to the Administrator with appropriate justification and your request that the 50% limitation be waived.

We will defer further action pending your reply.

Attachments

NOTED
LLOYD P. SHAW

original To Morgan
with attach
7-18-63

PR-1042 1 2

U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

SCHEDULE OF EXCEPTIONS

Administrative Manual, Vol. 34, Chap. II

			REGION NO. 1
			DIVISION OFFICE NO. 35
ATTACHMENT TO AUDIT CERTIFICATE COVERING EXCEPTION	PROJECT NUMBER F-162(3)	VOUCHER NUMBER #7 - Final (35-147)	AMOUNT $ 22,917.[illegible]

State and BPR project and correspondence files indicate that portions of contract #5801 under the subject project between the prime contractor, Salem Road & Driveway Co., and the State of Oregon were sublet to seven subcontractors. Three of the subcontracts were in accordance with existing State and BPR regulations. The review disclosed that certain amounts were paid by the contractor to four others which are in the nature of subcontracts.

Contract #5801 contains stipulations governing the manner and extent to which portions of the contract may be sublet as governed by para 1.2[illegible] of the regulations ... Title 23 Highways. Item nos. 35 through 45 of the contract are designated as "Specialty items" totaling $72,272.00 of the contract amount.

As of the date of this audit (6-4-63) the State and/or BPR files contain no documentary evidence that the prime contractor requested permission to sublet the four aforementioned subcontracts, that the State granted permission to sublet, or that the BPR was informed of such subletting.

Tabulation of Percentage of Work Accomplished
Based on Original Contract Value

		Amount	%
Total Original Contract Value		$ 201,504.00	100%
Specialty items 35 thru 45 incl		(72,272.00)	
Net contract value for determination of subcontracting limitation		$ 129,232.00	100%
Prime Contractor:		$ 51,302.16	39.698%
Subcontracts Approved (State)			
Stevenson Rock Products Co.			
Items 24, 25, and 28 in part	$ 29,355.00		
O. C. Bennard			
Items 19 and 20	4,430.00		
J. F. McKenzie			
Items 1 thru 15 and 23	29,193.50	62,[illegible]	[illegible].733%
Subcontracts Not App'd (State)			
J. C. Denton			
Items 21-22 installing Guard Rail & Sight Posts	$ 1,420.08		
E. N. Peterson			
Concrete work	535.07		
Barnes & Hanson			
Items 24, 25, & 28 Partial Hauling Rock	$ 12,696.17	$ 14,651.32	11.[illegible]
		$ 129,232.00	100%
Total subcontracted applying to the 50% limitation			50.302%

Page 2 of 2 pages

PR 1042

U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

SCHEDULE OF EXCEPTIONS

(Administrative Manual, Vol 34, Chap III)

ATTACHMENT TO AUDIT CERTIFICATE COVERING	PROJECT NUMBER F-162(3)	VOUCHER NUMBER #7 - Final (35-147)	ITEM NO. 1 DIVISION VOUCHER NO. 35 AMOUNT CLAIMED 22,917.00

EXCEPTION

Electric Corporation
Item 45 (Specialty item) $ 6,990.00

Exception is made as follows in accordance with para 1.21 of the regulations ..., Title 23 - Highways, and PPM 40-4, para 5, attachment 1, para VII

As claimed:

J. C. Denton	$ 1,420.08
E. N. Peterson	835.07
Barnes & Hanson	12,696.17
Electric Corporation	6,990.00

Total Exception $ 21,941.32

RECEIVED
JAN 17 1963

Contract 5801

9

Monthly transaction number FOR FILING 58	Form [illegible]2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]te Oregon
Project report number 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 1-15-63	County Polk
F-162(3)		Project number F-162(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 20, 19 61, is hereby modified as follows:

Revised estimated total cost of project	$ 244,461.00
Revised Federal funds	$ 153,528.00
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 15 day of January, 19 63.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

ASSISTANT State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
Division Engineer

By: L K Backlund
L. K. Backlund
Administrative Manager

January 9, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Rickreall-Orr Corner Section, Project No. F-162(3).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:bb

Contract 5801 2-20-61 T

RECEIVED
MAR 2 1961

Monthly Transaction No. 2-83	Form -2 (9-1 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project Report No. F-162(3)	FEDERAL-AID PROJECT AGREEMENT	County Polk
701		Project No. F-162(3)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 99W. Rickreall to Orr Corner

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7-6-60	1.2
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 230,234	$ 142,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Deputy **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ C. G. Polk
Division Engineer

By: **R. C. Wright**
Administrative Manager

Date executed by Division Engineer **February 20, 1961**

USComm-DC 40257

December 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Rickreall-Orr Corner Section, Project No. F-162(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. F-162(3)

RICKREALL-ORR CORNER SECTION
OF THE PACIFIC HIGHWAY WEST IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 21, 1960

Type Code 6201
Roadway (Sta. 724+00 to Sta. 789+00) (Contract No. 5801)

Clearing and Grubbing	All	Required		$ 6,000.00
Removal of Concrete and Masonry	All	Required		1,800.00
Drainage Excavation, Unclassified	450	cu. yd.	$ 3.00	1,350.00
General Excavation, Unclassified	20,000	cu. yd.	0.60	12,000.00
Short Overhaul	39,000	yd. sta.	0.02	780.00
Long Overhaul	880	C-yd. sta.	0.50	440.00
Finishing Roadbed and Slopes	1.20	mile	1,000.00	1,200.00
12-Inch Concrete Pipe	180	lin. ft.	2.35	423.00
18-Inch Concrete Pipe	380	lin. ft.	3.65	1,387.00
24-Inch Concrete Pipe	20	lin. ft.	5.00	100.00
36-Inch Concrete Pipe	44	lin. ft.	8.00	352.00
Extra for Pipe Under Pavement	120	lin. ft.	1.00	120.00
12-Inch Sewer Pipe	260	lin. ft.	2.25	585.00
12-Inch Perforated Rigid-Type Drain Pipe	100	lin. ft.	2.35	235.00
Special Backfill in Drains	12	cu. yd.	6.00	72.00
Concrete Inlets, Type "GB"	1	only	84.00	84.00
Concrete Curbs	14	cu. yd.	42.00	588.00
Concrete Surfacing	80	sq. yd.	3.65	292.00
Class "A" Concrete in Box Culverts	54	cu. yd.	60.00	3,240.00
Metal Reinforcement in Box Culverts	8,500	lb.	0.14	1,190.00
Metal Guard Rail	530	lin. ft.	2.75	1,457.50
Guide Posts, Type W-2	36	only	7.00	252.00
Loose Riprap	370	cu. yd.	6.35	2,349.50
Course Crushed Material in Base	20,500	ton	2.50	51,250.00
3/4" - 0 Material in Base	1,000	ton	3.25	3,250.00
Sprinkling	420	M-gal.	3.00	1,260.00
Preparation of Base	1.20	mile	400.00	480.00
3/4" - 0 Material in Binder Course	200	cu. yd.	5.00	1,000.00
Furnishing and Placing Aggregates	590	cu. yd.	5.60	3,304.00
RC-3 Asphalt	32	ton	48.00	1,536.00
120-150 Asphalt	44	ton	45.00	1,980.00
RS-1 Asphalt	16	ton	50.00	800.00
Extra for Oiling Approaches	20	only	30.00	600.00
Class "B" Asphaltic Concrete	3,500	ton	7.85	27,475.00
Traffic Signal and Illumination Revision	All	Required		7,347.60
				$136,579.60

Signing (Temporary)	All Required		$ 400.00
Signing (Permanent)	All Required		500.00
Seeding and Mulching	All Required		900.00
Work by S.P. Co. (Crossing Signals)	All Required		5,000.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
	Subtotal		$144,379.60
	10% Engr. & Cont.		14,437.40
	Total		$158,817.00

Type Code X021
Bickreall Creek Bridge (Sta. 727+15 to Sta. 728+97) (Contract No. 5801)

Removal of Old Bridge	All Required		$ 7,500.00
Shoring, Cribbing, Etc.	All Required		3,000.00
Structural Excavation	165 cu. yd.	$ 7.00	1,155.00
Furnish Treated Timber Piling	900 lin. ft.	1.50	1,350.00
Furnish Untreated Timber Piling	1,260 lin. ft.	0.75	945.00
Drive Timber Piling	54 only	45.00	2,430.00
Class "A" Concrete (406 cu. yd)	All Required		28,000.00
Metal Reinforcement (116,000 lb.)	All Required		16,000.00
Metal Parapet Rail	360 lin. ft.	12.00	4,320.00
8-Inch Metal Drain Pipe	75 lin. ft.	3.00	225.00
	Subtotal		$ 64,925.00
	10% Engr. & Cont.		6,492.00
	Total		$ 71,417.00

Length of Roadway - - - - - - - 1.197 Miles
Length of 1 Structure - - - - - 0.034 Mile
Total Length - - - - - - - - - - 1.231 Miles
Cost of Roadway Per Mile- - - $132,679.19

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	RR Funds
Roadway	$158,817.00	$ 98,000.00	$60,317.00	$500.00
Structure	71,417.00	44,000.00	27,417.00	
	$230,234.00	$142,000.00	$87,734.00	$500.00

State Funds For Const:	Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds For Maint:	Chap. 529, laws 1939.

RICKREALL-ORR CORNER SECTION

PROJECT NO. F-162(3)

Estimated cost of work by Southern Pacific Company

Grade Crossing Signals

Labor	$2,095.00	
Materials	3,111.00	
Salvage Credit	145.00	Cr.
	$5,061.00	
Use	5,000.00	

Oregon State Highway Department

Federal Aid
Project No. F-162(3)

RICKREALL-ORR CORNER SECTION

OF THE PACIFIC HIGHWAY WEST IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 25, 1960

Type Code 6201
Roadway (Sta. 724+00 to Sta. 789+00)

Clearing and Grubbing	All	Required	$	$ 3,500.00
Removal of Concrete and Masonry	All	Required		1,500.00
Drainage Excavation, Unclassified	450	cu.yd.	3.00	1,350.00
General Excavation, Unclassified	20,000	cu.yd.	0.45	9,000.00
Short Overhaul	39,000	yd.sta.	0.02	780.00
Long Overhaul	880	C-yd.sta.	0.50	440.00
Finishing Roadbed and Slopes	1.20	mile	1,000.00	1,200.00
12-inch Concrete Pipe	180	lin.ft.	2.50	450.00
18-inch Concrete Pipe	380	lin.ft.	4.50	1,710.00
24-inch Concrete Pipe	20	lin.ft.	6.00	120.00
36-inch Concrete Pipe	44	lin.ft.	10.00	440.00
Extra for Pipe Under Pavement	120	lin.ft.	3.00	360.00
12-inch Sewer Pipe	260	lin.ft.	2.50	650.00
12-inch Perforated Rigid-Type Drain Pipe	100	lin.ft.	2.50	250.00
Special Backfill in Drains	12	cu.yd.	6.00	72.00
Concrete Inlets, Type "GB"	1	only	100.00	100.00
Concrete Curbs	14	cu.yd.	45.00	630.00
Concrete Surfacing	80	sq.yd.	4.50	360.00
Class "A" Concrete in Box Culverts	54	cu.yd.	55.00	2,970.00
Metal Reinforcement in Box Culverts	8,500	lb.	0.15	1,275.00
Metal Guard Rail	530	lin.ft.	3.00	1,590.00
Guide Posts, Type W-2	36	only	6.75	243.00
Loose Riprap	370	cu.yd.	3.00	1,110.00
Coarse Crushed Material in Base	20,500	ton	1.45	29,725.00
3/4" - 0 Material in Base	1,000	ton	1.55	1,550.00
Sprinkling	420	M-gal.	3.00	1,260.00
Preparation of Base	1.20	mile	200.00	240.00
3/4" - 0 Material in Binder Course	200	cu.yd.	4.50	900.00
Furnishing and Placing Aggregates	590	cu.yd.	4.50	2,655.00
RC-3 Asphalt	32	ton	44.00	1,408.00
120-150 Asphalt	44	ton	42.00	1,848.00
RS-1 Asphalt	16	ton	60.00	960.00
Extra for Oiling Approaches	20	only	30.00	600.00
Class "B" Asphaltic Concrete	3,500	ton	6.50	22,750.00

Traffic Signal and Illumination Revision	All Required	$	$ 3,871.00
			$ 97,867.00
Signing (Temporary)	All Required		400.00
Signing (Permanent)	All Required		500.00
Seeding and Mulching	All Required		900.00
Work by S.P. Co.	All Required		3,500.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
	Subtotal		$104,167.00
	10% Engr. & Cont.		10,416.00
	Total		$114,583.00

Type Code X021
Rickreall Creek Bridge (Sta. 727+15 to Sta. 728+97)

Removal of Old Bridge	All Required	$	$ 5,000.00
Shoring, Cribbing, Etc.	All Required		1,000.00
Structural Excavation	165 cu.yd.	6.00	990.00
Furnish Treated Timber Piling	900 lin.ft.	1.25	1,125.00
Furnish Untreated Timber Piling	1,260 lin.ft.	1.10	1,386.00
Drive Timber Piling	54 only	50.00	2,700.00
Class "A" Concrete (406 cu.yd. at $65.00)	All Required		26,390.00
Metal Reinforcement (116,000 lbs. at $0.13)	All Required		15,080.00
Metal Handrail	370 lin.ft.	12.00	4,440.00
8-inch Metal Drain Pipe	75 lin.ft.	4.00	300.00
	Subtotal		$ 58,411.00
	10% Engr. & Cont.		5,841.00
	Total		$ 64,252.00

Length of Roadway - - - - - - 1.197 Miles
Length of 1 Structure - - - - 0.034 Mile
Total Length- - - - - - - - - 1.231 Miles
Cost of Roadway Per Mile- - - $95,725.14

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$114,583.00	$ 70,000.00	$44,583.00
Structure	64,252.00	39,000.00	25,252.00
	$178,835.00	$109,000.00	$69,835.00

Oregon State Highway Department

Federal Aid
Project No. F-162(3)

RICKREALL-ORR CORNER SECTION OF THE PACIFIC HIGHWAY WEST IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement).

Salem, Oregon, June 21, 1960

Type Code 6201
Roadway (Sta. 724+00 to Sta. 789+00)

Clearing and Grubbing	All	Required		$ 3,500.00
Removal of Concrete and Masonry	All	Required		1,500.00
Drainage Excavation, Unclassified	450	cu. yds.	$3.00	1,350.00
General Excavation, Unclassified	20,000	cu. yds.	0.45	9,000.00
Short Overhaul	39,000	yd. sta.	0.02	780.00
Long Overhaul	880	"C"-yd.sta.	0.50	440.00
Finishing Roadbed and Slopes	1.20	miles	1,000.00	1,200.00
12-inch Concrete Pipe	180	lin. ft.	2.50	450.00
18-inch Concrete Pipe	380	lin. ft.	4.50	1,710.00
24-inch Concrete Pipe	20	lin. ft.	6.00	120.00
36-inch Concrete Pipe	44	lin. ft.	10.00	440.00
Extra for Pipe Under Pavement	120	lin. ft.	3.00	360.00
12-inch Sewer Pipe	260	lin. ft.	2.50	650.00
12-inch Perforated Rigid-Type Drain Pipe	100	lin. ft.	2.50	250.00
Special Backfill in Drains	12	cu. yds.	6.00	72.00
Concrete Inlets, Type "GB"	1	only	100.00	100.00
Concrete Curbs	14	cu. yds.	45.00	630.00
Concrete Surfacing	80	sq. yds.	4.50	360.00
Class "A" Concrete in Box Culverts	54	cu. yds.	55.00	2,970.00
Metal Reinforcement in Box Culverts	8,500	lbs.	0.15	1,275.00
Metal Guard Rail	530	lin. ft.	3.00	1,590.00
Guide Posts, Type W-2	36	only	6.75	243.00
Loose Riprap	370	cu. yds.	3.00	1,110.00
Coarse Crushed Material in Base	20,500	tons	1.30	26,650.00
3/4" - 0 Material in Base	1,000	tons	1.40	1,400.00
Sprinkling	420	M-gal.	3.00	1,260.00
Preparation of Base	1.20	miles	200.00	240.00
3/4" - 0 Material in Binder Course	200	cu. yds.	4.00	800.00
Furnishing and Placing Aggregates	590	cu. yds.	4.00	2,360.00
RC-3 Asphalt	32	tons	44.00	1,408.00
120-150 Asphalt	44	tons	42.00	1,848.00
RS-1 Asphalt	16	tons	60.00	960.00
Extra for Oiling Approaches	20	only	30.00	600.00
Class "B" Asphaltic Concrete	3,500	tons	6.00	21,000.00
Traffic Signal and Illumination Revision	All	Required		3,871.00
				$ 92,497.00
Signing (Temporary)	All	Required		400.00
Signing (Permanent)	All	Required		500.00
Seeding and Mulching	All	Required		200.00
Work by S.P. Company	All	Required		3,500.00
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
	Subtotal			$ 98,097.00
	10% Engr. & Cont.			9,809.00
		Total		$107,906.00

Type Code X021
Rickreall Creek Bridge (Sta. 727+15 to Sta. 728+97)

Removal of Old Bridge	All Required		$ 5,000.00
Shoring, Cribbing, etc.	All Required		1,000.00
Structural Excavation	165 cu. yds.	$6.00	990.00
Furnish Treated Timber Piling	900 lin. ft.	1.25	1,125.00
Furnish Untreated Timber Piling	1,260 lin. ft.	1.10	1,386.00
Drive Timber Piling	54 only	50.00	2,700.00
Class "A" Concrete (406 cu.yds. at $65.00)	All Required		26,390.00
Metal Reinforcement(116,000 lbs. at $0.13)	All Required		15,080.00
Metal Handrail	370 lin. ft.	12.00	4,440.00
8-inch Metal Drain Pipe	75 lin. ft.	4.00	300.00
	Subtotal		$ 58,411.00
	10% Engr. & Cont.		5,841.00
	Total		$ 64,252.00

Length of Roadway - - - - - - - 1.197 Miles
Length of 1 Structure - - - - 0.034 Mile
Total Length- - - - - - - - - - 1.231 Miles
Cost of Roadway Per Mile- - - $901,470.34

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$107,906.00	$ 65,000.00	$42,906.00
Structure	64,252.00	39,000.00	25,252.00
	$172,158.00	$104,000.00	$68,158.00

Federal Aid
Oregon State Highway Department Project No. F-162(3)

RICKREALL-ORR CORNER SECTION OF THE PACIFIC HIGHWAY WEST IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 27, 1960

Type Code 6201
Roadway (Sta. 724+00 to Sta. 789+00)

Clearing and Grubbing	All	Required		$ 3,500.00
Removal of Concrete and Masonry	All	Required		1,500.00
Drainage Excavation, Unclassified	450	cu.yds.	$ 3.00	1,350.00
General Excavation, Unclassified	20,000	cu.yds.	0.60	12,000.00
Short Overhaul	39,000	yd.stas.	0.02	780.00
Long Overhaul	880	C-yd.stas.	0.50	440.00
Finishing Roadbed and Slopes	1.20	miles	1,000.00	1,200.00
12-inch Concrete Pipe	180	lin.ft.	2.50	450.00
18-inch Concrete Pipe	380	lin.ft.	4.50	1,710.00
24-inch Concrete Pipe	20	lin.ft.	6.00	120.00
36-inch Concrete Pipe	44	lin.ft.	10.00	440.00
Extra for Pipe Under Pavement	120	lin.ft.	3.00	360.00
12-inch Sewer Pipe	260	lin.ft.	2.50	650.00
12-inch Perforated Rigid-Type Drain Pipe	100	lin.ft.	2.50	250.00
Special Backfill in Drains	12	cu.yds.	6.00	72.00
Concrete Inlets, Type "GE"	1	only	100.00	100.00
Concrete Curbs	14	cu.yds.	45.00	630.00
Concrete Surfacing	80	sq.yds.	4.50	360.00
Class "A" Concrete in Box Culverts	54	cu.yds.	55.00	2,970.00
Metal Reinforcement in Box Culverts	8,500	lbs.	0.15	1,275.00
Metal Guard Rail	530	lin.ft.	3.00	1,590.00
Guide Posts, Type W-2	36	only	6.75	243.00
Loose Riprap	370	cu.yds.	3.00	1,110.00
Course Crushed Material in Base	20,500	tons	1.75	35,875.00
3/4" - 0 Material in Base	1,000	tons	1.85	1,850.00
Sprinkling	420	M-gals.	3.00	1,260.00
Preparation of Base	1.20	miles	200.00	240.00
3/4" - 0 Material in Binder Course	200	cu.yds.	4.50	900.00
Furnishing and Placing Aggregates	590	cu.yds.	4.50	2,655.00
RC-3 Asphalt	32	tons	44.00	1,408.00
120-150 Asphalt	44	tons	42.00	1,848.00
RS-1 Asphalt	16	tons	60.00	960.00
Extra for Oiling Approaches	20	only	30.00	600.00
Class "B" Asphaltic Concrete	3,500	tons	7.50	26,250.00

Traffic Signal and Illumination Revision	All Required		$ 3,871.00
			$110,817.00
Signing (Temp.)	All Required		400.00
Signing (Perm.)	All Required		500.00
Seeding and Mulching	All Required		900.00
Work by S.P. Co.	All Required		3,500.00
Flagging (57 1/2% of Contractor's Cost	All Required		1,000.00
	Subtotal		$117,117.00
	10% Engr. & Cont.		11,711.00
	Total		$128,828.00

Type Code X021
Rickreall Creek Bridge (Sta. 727+15 to Sta. 728+97)

Removal of Old Bridge	All Required		$ 5,000.00
Shoring, Cribbing, Etc.	All Required		1,000.00
Structural Excavation	165 cu.yds.	$ 6.00	990.00
Furnish Treated Timber Piling	900 lin.ft.	1.25	1,125.00
Furnish Untreated Timber Piling	1,260 lin.ft.	1.10	1,386.00
Drive Timber Piling	54 only	50.00	2,700.00
Class "A" Concrete (406 cu.yds. at $65.00)	All Required		26,390.00
Metal Reinforcement (116,000 lbs. at $0.13)	All Required		15,080.00
Metal Handrail	370 lin.ft.	12.00	4,440.00
8-inch Metal Drain Pipe	75 lin.ft.	4.00	300.00
	Subtotal		$ 58,411.00
	10% Engr. & Cont.		5,841.00
	Total		$ 64,252.00

Length of Roadway	1.197 Miles
Length of 1 Structure	0.034 Mile
Total Length	1.231 Miles
Cost of Roadway Per Miles	$107,625.73

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$128,828.00	$ 78,000.00	$ 50,828.00
Structure	64,252.00	39,000.00	25,252.00
	$193,080.00	$117,000.00	$ 76,080.00

Oregon State Highway Department

Federal Aid
Project No. F-162(3)

RICKREALL-ORR CORNER SECTION OF THE
PACIFIC HIGHWAY-WEST IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 15, 1960

Type Code 6201
Roadway (Sta. 724+00 to Sta. 789+00)

Clearing and Grubbing	All	Required		$ 6,000.00
Removal of Concrete and Masonry	All	Required		2,000.00
Drainage Excavation, Unclassified	450	cu.yds.	$ 3.00	1,350.00
General Excavation, Unclassified	20,000	cu.yds.	0.60	12,000.00
Short Overhaul	39,000	yd.sta.	0.02	780.00
Long Overhaul	880	C-yd.sta.	0.50	440.00
Finishing Roadbed and Slopes	1.20	miles	1,000.00	1,200.00
12-inch Concrete Pipe	180	lin. ft.	2.50	450.00
18-inch Concrete Pipe	380	lin.ft.	4.50	1,710.00
24-inch Concrete Pipe	20	lin.ft.	6.00	120.00
36-inch Concrete Pipe	44	lin.ft.	10.00	440.00
Extra for Pipe Under Pavement	120	lin.ft.	3.00	360.00
12-inch Sewer Pipe	260	lin.ft.	2.50	650.00
12-inch Perforated Rigid-Type Drain Pipe	100	lin.ft.	2.50	250.00
Special Backfill in Drains	12	cu.yds.	6.00	72.00
Concrete Inlets, Type "GB"	1	only	100.00	100.00
Concrete Curbs	14	cu.yds.	45.00	630.00
Concrete Surfacing	80	sq.yds.	4.50	360.00
Class "A" Concrete in Box Culverts	54	cu.yds.	60.00	3,240.00
Metal Reinforcement in Box Culverts	8,500	lbs.	0.15	1,275.00
Metal Guard Rail	530	lin.ft.	3.00	1,590.00
Guide Posts, Type W-2	36	only	6.75	243,00
Loose Riprap	370	cu.yds.	6.50	2,405.00
Course Crushed Material in Base	20,500	tons	2.50	51,250.00
3/4" - 0 Material in Base	1,000	tons	3.25	3,250.00
Sprinkling	420	M-gals.	3.00	1,260.00
Preparation of Base	1.20	miles	400.00	480.00
3/4" - 0 Material in Binder Course	200	cu.yds.	5.00	1,000.00
Furnishing and Placing Aggregates	590	cu.yds.	5.50	3,245.00
RC-3 Asphalt	32	tons	50.00	1,600.00
120-150 Asphalt	44	tons	45.00	1,980.00
RS-1 Asphalt	16	tons	50.00	800.00
Extra for Oiling Approaches	20	only	30.00	600.00
Class "B" Asphaltic Concrete	3,500	tons	8.00	28,000.00
Traffic Signal and Illumination Revision	All	Required		4,400.00
				$135,530.00

Signing (Temporary)	All Required		$ 400.00
Signing (Permanent)	All Required		500.00
Seeding and Mulching	All Required		900.00
Work by S.P. Co.	All Required		3,500.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
	Subtotal		$141,830.00
	10% Engr. & Cont.		14,183.00
	Total		$156,013.00

Type Code X021
Rickreall Creek Bridge (Sta. 727+15 to Sta. 728+97)

Removal of Old Bridge	All Required		$ 7,000.00
Shoring, Cribbing, etc.	All Required		3,000.00
Structural Excavation	165 cu.yds.	$ 7.00	1,155.00
Furnish Treated Timber Piling	900 lin.ft.	1.50	1,350.00
Furnish Untreated Timber Piling	1,260 lin.ft.	0.90	1,134.00
Drive Timber Piling	54 only	50.00	2,700.00
Class "A" Concrete (406 cu.yds. at $72.00)	All Required		29,232.00
Metal Reinforcement (116,000 lbs. at $0.135)	All Required		15,660.00
Metal Handrail	370 lin.ft.	12.00	4,440.00
8-inch Metal Drain Pipe	75 lin.ft.	4.00	300.00
	Subtotal		$ 65,971.00
	10% Engr. & Cont.		6,597.00
	Total		$ 72,568.00

Length of Roadway.	1.197 Miles
Length of 1 Structure.	0.034 Mile
Total Length	1.231 Miles
Cost of Roadway Per Mile	$130,336.67

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$156,013.00	$ 95,000.00	$ 61,013.00
Structure	72,568.00	44,000.00	28,568.00
	$228,581.00	$139,000.00	$ 89,581.00

Oregon State Highway Department

Federal Aid
Project No. F-162(3)

RICKREALL-ORR CORNER SECTION OF THE PACIFIC HIGHWAY WEST IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 26, 1960

Type Code 6201
Roadway (Sta. 724+00 to Sta. 789+00)

Clearing and Grubbing	All	Required		$ 6,000.00
Removal of Concrete and Masonry	All	Required		2,000.00
Drainage Excavation, Unclassified	450	cu.yds.	$3.00	1,350.00
General Excavation, Unclassified	20,000	cu.yds.	.60	12,000.00
Short Overhaul	39,000	yds.stas.	.02	780.00
Long Overhaul	880	C-yd.sta.	.50	440.00
Finishing Roadbed and Slopes	1.20	miles	1,000.00	1,200.00
12-inch Concrete Pipe	180	lin.ft.	2.50	450.00
18-inch Concrete Pipe	380	lin.ft.	4.50	1,710.00
24-inch Concrete Pipe	20	lin.ft.	6.00	120.00
36-inch Concrete Pipe	44	lin.ft.	10.00	440.00
Extra for Pipe Under Pavement	120	lin.ft.	3.00	360.00
12-inch Sewer Pipe	260	lin.ft.	2.50	650.00
12-inch Perforated Rigid-Type Drain Pipe	100	lin.ft.	2.50	250.00
Special Backfill in Drains	12	cu.yds.	6.00	72.00
Concrete Inlets, Type "GB"	1	only	100.00	100.00
Concrete Curbs	14	cu.yds.	45.00	630.00
Concrete Surfacing	80	sq.yds.	4.50	360.00
Class "A" Concrete in Box Culverts	54	cu.yds.	60.00	3,240.00
Metal Reinforcement in Box Culverts	8,500	lbs.	.15	1,275.00
Metal Guard Rail	530	lin.ft.	3.00	1,590.00
Guide Posts, Type W-2	36	only	6.75	243.00
Loose Riprap	370	cu.yds.	6.50	2,405.00
Course Crushed Material in Base	20,500	tons	2.50	51,250.00
3/4" - 0 Material in Base	1,000	tons	3.25	3,250.00
Sprinkling	420	M-gals.	3.00	1,260.00
Preparation of Base	1.20	miles	400.00	480.00
3/4" - 0 Material in Binder Course	200	cu.yds.	5.00	1,000.00
Furnishing and Placing Aggregates	590	cu.yds.	5.50	3,245.00
RC-3 Asphalt	32	tons	50.00	1,600.00
120-150 Asphalt	44	tons	45.00	1,980.00
RS-1 Asphalt	16	tons	50.00	800.00
Extra for Oiling Approaches	20	only	30.00	600.00
Class "B" Asphaltic Concrete	3,500	tons	8.00	28,000.00
Traffic Signal and Illumination Revision	All	Required		4,400.00
				$135,530.00

Signing (Temporary)	All Required		$ 400.00
Signing (Permanent)	All Required		500.00
Seeding and Mulching	All Required		900.00
Work by S.P. Co.	All Required		3,500.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
	Subtotal		$141,830.00
	10% Engr. & Cont.		14,183.00
	Total		$156,013.00

Type Code X021
Rickreall Creek Bridge (Sta. 727+15 to Sta. 728+97)

Removal of Old Bridge	All Required		$ 7,000.00
Shoring, Cribbing, etc.	All Required		3,000.00
Structural Excavation	165 cu.yds.	$ 7.00	1,155.00
Furnish Treated Timber Piling	900 lin.ft.	1.50	1,350.00
Furnish Untreated Timber Piling	1,260 lin.ft.	.90	1,134.00
Drive Timber Piling	54 only	50.00	2,700.00
Class "A" Concrete (406 cu.yds. at $72.00)	All Required		29,232.00
Metal Reinforcement (116,000 lbs. at $0.135)	All Required		15,660.00
Metal Parapet Rail	360 lin.ft.	12.00	4,320.00
8-inch Metal Drain Pipe	75 lin.ft.	4.00	300.00
	Subtotal		$ 65,851.00
	10% Engr. & Cont.		6,585.00
	Total		$ 72,436.00

Length of Roadway	1.197 miles
Length of 1 Structure	0.034 mile
Total Length	1.231 miles
Cost of Roadway Per Mile	$130,336.67

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$156,013.00	$ 95,000.00	$ 61,013.00
Structure	72,436.00	44,000.00	28,436.00
	$228,449.00	$139,000.00	$ 89,449.00

Oregon State Highway Department

Federal Aid
Project No. F-162(3)

RICKREALL-ORR CORNER SECTION OF THE
PACIFIC HIGHWAY WEST IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 9, 1960

Type Code 6201
Roadway (Sta. 724+00 to Sta. 789+00)

Clearing and Grubbing	All	Required	$	$ 10,000.00
Removal of Concrete and Masonry	All	Required		2,500.00
Drainage Excavation, Unclassified	450	cu.yd.	3.00	1,350.00
General Excavation, Unclassified	20,000	cu.yd.	0.75	15,000.00
Short Overhaul	39,000	yd.sta.	0.02	780.00
Long Overhaul	880	C-yd.sta.	0.50	440.00
Finishing Roadbed and Slopes	1.20	mile	1000.00	1,200.00
12-inch Concrete Pipe	180	lin.ft.	2.50	450.00
18-inch Concrete Pipe	380	lin.ft.	4.50	1,710.00
24-inch Concrete Pipe	20	lin.ft.	6.00	120.00
36-inch Concrete Pipe	44	lin.ft.	10.00	440.00
Extra for Pipe Under Pavement	120	lin.ft.	3.00	360.00
12-inch Sewer Pipe	260	lin.ft.	2.50	650.00
12-inch Perforated Rigid-Type Drain Pipe	100	lin.ft.	2.50	250.00
Special Backfill in Drains	12	cu.yd.	6.00	72.00
Concrete Inlets, Type CB	1	only	100.00	100.00
Concrete Curbs	14	cu.yd.	45.00	630.00
Concrete Surfacing	80	sq.yd.	4.50	360.00
Class "A" Concrete in Box Culverts	54	cu.yd.	60.00	3,240.00
Metal Reinforcement in Box Culverts	8,500	lb.	0.15	1,275.00
Metal Guard Rail	530	lin.ft.	3.00	1,590.00
Guide Posts, Type W-2	36	only	6.75	243.00
Loose Riprap	370	cu.yd.	6.50	2,405.00
Coarse Crushed Material in Base	20,500	ton	2.75	56,375.00
3/4" - 0 Material in Base	1,000	ton	3.50	3,500.00
Sprinkling	420	M-gal.	3.00	1,260.00
Preparation of Base	1.20	mile	400.00	480.00
3/4" - 0 Material in Binder Course	200	cu.yd.	5.00	1,000.00
Furnishing and Placing Aggregates	590	cu.yd.	6.00	3,540.00
RC-3 Asphalt	32	ton	50.00	1,600.00
120-150 Asphalt	44	ton	45.00	1,980.00
RS-1 Asphalt	16	ton	50.00	800.00
Extra for Oiling Approaches	20	only	30.00	600.00
Class "B" Asphaltic Concrete	3,500	ton	8.00	28,000.00
Traffic Signal and Illumination Revision	All	Required		4,400.00
				$148,700.00

Signing (Temporary)	All Required	$	$ 400.00
Signing (Permanent)	All Required		500.00
Seeding and Mulching	All Required		900.00
Work by S.P. Co.	All Required		3,500.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
	Subtotal		$155,000.00
	10% Engr. & Cont.		15,500.00
	Total		$170,500.00

Type Code X021

Rickreall Creek Bridge (Sta. 727+15 to Sta. 728+97)

Removal of Old Bridge	All Required	$	$ 7,000.00
Shoring, Cribbing, etc.	All Required		3,000.00
Structural Excavation	165 cu.yd.	7.00	1,155.00
Furnish Treated Timber Piling	900 lin.ft.	1.50	1,350.00
Furnish Untreated Timber Piling	1,260 lin.ft.	0.90	1,134.00
Drive Timber Piling	54 only	50.00	2,700.00
Class "A" Concrete (406 cu.yd. at $72.00)	All Required		29,232.00
Metal Reinforcement (116,000 lb. at $0.135)	All Required		15,660.00
Metal Parapet Rail	360 lin.ft.	12.00	4,320.00
8-inch Metal Drain Pipe	75 lin.ft.	4.00	300.00
	Subtotal		$ 65,851.00
	10% Engr. & Cont.		6,585.00
	Total		$ 72,436.00

Length of Roadway - - - - - -	1.197 Miles
Length of 1 Structure - - - -	0.034 Mile
Total Length- - - - - - - - -	1.231 Miles
Cost of Roadway Per Mile- - -	$142,439.43

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$170,500.00	$104,000.00	$66,500.00
Structure	72,436.00	44,000.00	28,436.00
	$242,936.00	$148,000.00	$94,936.00

RECEIVED
AUG 31 1962
FOR FILING
F 11.2 (1)
5801

August 23, 1962

U. S. Department of Labor
Wage and Hour and Public Contracts Divisions
Room 317, U. S. Courthouse, Old
520 S. W. Morrison Street
Portland 4, Oregon

ATT: Barbara A. Goodier
Investigator

Gentlemen:

Reference is made to your file on O. C. Bernard in letter of recent date concerning wage determinations for our Contract No. 5801, Rickreall-Orr Corner Section of the Pacific Highway West in Polk County.

We are enclosing a copy of the "Schedule of Minimum Hourly Wage Rates for Non-FAI Projects" together with a page from the special provisions covering additional craft classifications for "Painters, Brush" and "Electricians" which do not appear in said schedule. These rates were incorporated in the above-mentioned contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JR:mb

Encl. (2)
cc: R. L. Porter
J. Rhodes

U.S. DEPARTMENT OF LABOR
WAGE AND HOUR AND PUBLIC CONTRACTS DIVISIONS

ADDRESS ALL COMMUNICATIONS TO:
Room 317 U.S. Court House, Old
Portland, Oregon

August 20, 1962

IN REPLY REFER TO:
FILE NO.
O.C. Bennard

Oregon State Highway Commissioner
Oregon State Commission of Highways
Highway Building
Salem, Oregon

REFERRED TO Forrest Cooper BY SECRETARY

Dear Sir;

Our office is currently making an investigation of Orlando C. Bennard, 222 NE Holland, Portland, Oregon, to determine his compliance with the Federal Wages and Hours laws, including the Fair Labor Standards Act, and Davis-Bacon and related laws.

Mr. Howard Sedgwick, U.S. Department of Commerce, Bureau of Public Roads, informed me you made the wage determinations covering a project Mr. Bennard worked on, and that you would have a record of these determinations. I would greatly appreciate it if you could either supply me with a copy of the wage determinations or allow me access to them.

The following information should help you identify the applicable wage determinations.

Rickereall-Orr Corner
Pacific Highway West
Polk Co., Oregon
Project No. F-162 (3)
Contract No. 5801
Prime Contractor: Salem Road and Driveway Co., PO Box 603, Salem, Oregon
Date Awarded: 9-30-60
O.C. Bennard was a sub-contractor

Any help you can give me on this will be greatly appreciated.

REFERRED 8/22/62
TO O'Neil
FOR R/D Reply

ACTION TAKEN

L. H. YOUNG

RECEIVED
AUG 22 1962
OFFICE ENGINEERING
DIVISION

Yours very truly,

Barbara A. Goodier

Barbara A. Goodier
Investigator

RECEIVED
AUG 21 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 3 1962

FOR FILES
F 11.3([illegible])

5901

April 2, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment in the amount of $1,000.00 will be made to Salem Road & Driveway Co., on contract #5801 for grading-paving-structure on the Rickreall-Orr Corner Section of Pacific Highway West in Polk County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $214,931.37, including the post-final payment. Of the total, $1,366.08 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Salem Road & Driveway Co.,
P. O. Box 603
Salem
Oregon

RECEIVED
MAR 5 1962

Forrest Cooper

February 20, 1962

Rickreall-Orr Corner
Contract No. 5801

FINAL COST ANALYSIS

Grading, Paving and Structures
Contractor: Salem Road & Driveway Co.
Resident Engineer: D.C. King

Pacific Highway West
Prefix No. 27-1056
Project No. F-162(3)

Item 5801	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	6,000.00		4,500.00	6,000.00
Removal of Concrete Masonry	100%	All	1,800.00		1,000.00	1,800.00
Drainage Excavation	384.94	Cu.Yd.	3.00	3.00	1,154.82	1,154.82
General Excavation	19,782.6	Cu.Yd.	0.60	0.48	9,495.65	11,869.56
Short Overhaul	46,489	Yd.Sta.	0.02	0.02	929.78	929.78
Long Overhaul	983.3	C-Yd.Sta.	0.50	0.50	491.65	491.65
Finish R.B. and Slopes	1.2	Mile	1,000.00	1,000.00	1,200.00	1,200.00
12" Concrete Pipe	536	Lin.Ft.	2.35	2.35	1,259.60	1,259.60
18" Concrete Pipe	312	Lin.Ft.	3.65	3.65	1,138.80	1,138.80
24" Concrete Pipe	124	Lin.Ft.	5.00	5.00	620.00	620.00
36" Concrete Pipe	36	Lin.Ft.	8.00	8.00	288.00	288.00
Extra for Pipe under Pavement	182	Lin.Ft.	1.00	1.00	182.00	182.00
Concrete Inlets, Type GB	1	Only	84.00	70.00	70.00	84.00
Concrete Curbs	12	Cu.Yd.	42.00	38.75	465.00	504.00
Concrete Surfacing	81.1	Sq.Yd.	3.65	3.70	300.07	296.02
Cl."A" Conc. in Box Culvert	47.81	Cu.Yd.	60.00	50.00	2,390.50	2,868.60
Metal Reinf. in Box Culvert	7,080	Lbs.	0.14	0.14	991.20	991.20
Metal Guard Rail	509.5	Lin Ft.	2.75	2.35	1,197.33	1,401.13
Guide Posts Type W-2	33	Only	7.00	6.75	222.75	231.00
Loose Riprap	333.2	Cu.Yd.	6.35	6.50	2,165.80	2,115.82
Coarse Cr.Mat'l in Base	25,366.04	Ton	2.50	2.06	52,293.93	63,415.10
3/4"-0 Material in Base	1,803.1	Ton	3.25	2.57	4,638.63	5,860.08

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Sprinkling	327	M-Gal.	3.00	2.07	675.98	981.00
Preparation of Base	1.2	Mile	400.00	209.14	250.97	480.00
3/4"-0 Mat'l in Binder Course	77	Cu. Yd.	5.00	4.22	324.82	385.00
Furnish & Place Aggregate	610	Cu. Yd.	5.60	5.10	3,110.34	3,416.00
RC-3 Asphalt	12.98	Ton	48.00	44.23	574.12	623.04
120-150 Asphalt	41.66	Ton	45.00	40.93	1,705.03	1,874.70
RS-1 Asphalt	13.12	Ton	50.00	45.57	597.84	656.00
Extra for Oiling Approaches	20	Only	30.00	24.00	480.14	600.00
Cl. "B" Asphaltic Concrete	3,480.53	Ton	7.85	6.85	23,849.49	27,322.16
Removal of Old Bridge	100%	All	7,500.00		5,500.00	7,500.00
Shoring and Cribbing	100%	All	3,000.00		4,000.00	3,000.00
Structural Excavation	174.65	Cu. Yd.	7.00	7.00	1,222.55	1,222.55
Furnish Treated Tbr. Piling	900	Lin. Ft.	1.50	1.40	1,260.00	1,350.00
Furnish Untreated Tbr. Piling	1,260	Lin. Ft.	0.75	1.00	1,260.00	945.00
Drive Timber Piling	54	Only	45.00	50.00	2,700.00	2,430.00
Class "A" Concrete	100%	All	28,000.00		27,000.00	28,000.00
Metal Reinforcement	100%	All	16,000.00		15,000.00	16,000.00
Metal Parapet Rail	364.60	Lin. Ft.	12.00	6.50	2,369.90	4,375.20
8" Metal Drain Pipe	82	Lin. Ft.	3.00	4.00	328.00	246.00
Traffic Signal & Illum. Revisions	100%	All	7,347.60		6,990.00	7,347.60
PA#1 Cement Adjustment	3.31	Bbl.	4.44	4.44	14.70	14.70
PA#1 Adj. Class "A" Concrete	1.38	Cu. Yd.	68.97	68.97	95.18	95.18

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Force Account					1,278.20	1,366.08
Railroad Flagging charged to Contractor						-1,000.00
					187,582.77	213,931.37

Gross Revenue	$ 213,931.37
Total Cost	187,582.77
Net Profit	$ 26,348.60

Net Profit equals 12.3% of Gross Revenue

RECEIVED
MAR 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST - Contract No. 5801

Labor:			
Labor		$ 5,169.61	
Labor Insurance		530.40	
Health, Welfare and Pension		291.20	$ 5,991.21
Materials:			
RC-3 Asphalt	12.98 Ton @ $26.75	347.22	
120-150 Asphalt	41.66 Ton @ $24.00	999.84	
RS-1 Asphalt	13.12 Ton @ $25.80	338.50	
Freight on Asphalt	67.76 Ton @ $3.30	223.61	
Class "B" Mix Purchased from Commercial Plant		17,402.65	19,311.82
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental		1,536.80	
Gas, Oil and Grease		332.77	
Bond		1,042.62	
P.U.C.		38.75	
P.L. and P.D. Insurance		64.62	
Small Tools and Miscellaneous Supplies		212.66	
Freight and Cartage		186.25	
Amt. pd. Stevenson for Crushing and Stockpiling Gravel		39,863.75	
Amt. pd. McKenzie for Grading Work		24,426.10	
Amt. pd. Bennard for Concrete Structure		64,036.85	
Amt. pd. J. C. Denton for Installing Guard Rail & Sight Posts		1,420.08	
Amt. pd. E. N. Peterson for Concrete Work		835.07	
Amt. pd. Electric Corporation for Traffic Signals		6,990.00	
Amt. pd. Barnes & Hanson for Hauling Rock		12,696.17	
Home Office and General Overhead		8,597.25	162,279.74
		TOTAL COST	$ 187,582.77

Remarks - Contract No. 5801

This was a "Federal Aid Primary Project" calling for grading and paving of 1.20 miles of highway roadbed and one structure on the Rickreall-Orr Corner Section of the Pacific Highway West in Polk County.

The contract was bid September 27, 1960, awarded September 29th; work started October 10th and the project completed October 6, 1961.

Items 1 through 12 and #23 were subcontracted to D.F. McKenzie, grading contractor, who moved in one D-8 cat and dozer and two D-8 cats and scrapers and started clearing and excavating October 10th, hauled the riprap and placed at the ends of the new structure. Worked on the excavation until November 13th when bad weather closed down this portionof the work until spring.

The structure was built by Orlando C. Bennard, bridge contractor, who started the work on the piers on November 3rd, completed the piers November 27th, then closed down for the winter.

The base and 3/4"-0 material was crushed by Stevenson Rock Products Company who set up their portable crushing plant in a private gravel pit located adjacent to the Rickreall Creek approximately one half mile west of Rickreall. The material was stockpiled at the crushing site. Good progress was made on the crushing.

The excavating was resumed June 1, 1961 using an additional two turnapulls. Good progress was made on the excavation.

The crushed base and the 3/4"-0 material was hauled by Barnes and Hanson trucks, two owned trucks, and processed with contractor's equipment. Good progress was made on this portion of the project.

The guard rail and guide posts were installed by J.C. Denton at below bid prices resulting in a profit for the contractor.

The contractor purchased the Class "B" asphaltic concrete from a commercial paving plant located in Salem, hauled with ten hired and two owned trucks, and placed with a Barber-Greene paver and two rollers. Good progress was made on this item. The contractor did the shoulder oiling with his own equipment.

The contractor had good bid prices, good equipment, personal supervision, and also had good subcontractor bids realizing a good profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
NOV 13 1961
FOR FILING

F [illegible]

5801

November 10, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5801 for grading-paving-structure on the Rickreall-Orr Corner Section of Pacific Highway West in Polk County was completed by the contractor, Salem Road & Driveway Co., on October 6, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $5,406.96 will be released to the contractor after acceptance by the Commission. The total contract amount is $213,931.37, of which amount $1,366.08 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Salem Road & Driveway Co.,
P. O. Box 603
Salem
Oregon

RECEIVED
OCT 18 1961
FOR FILING

5801

October 17, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Co.
Union Station
Portland 9, Oregon

Dear Sir:

This is to advise you that work was completed October 6, 1961 on the Rickreall-Orr Corner Section in Polk County, State Highway Contract No. 5801.

Agreement with your company is involved in connection with work on this project.

Very truly yours,

R. L. Porter
Office Engineer

DBP:lt

cc: C. H. Maison

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 14, 1961

Section Rickreall - Orr Corner

Kind of work Grading, Paving, Structure

Highway Pacific West County Polk

Section prefix 27-1056

Contractor Salem Road & Driveway Co.

Contract number 5801

Date of contract September 29, 1960

Specified work days 100

Date work started October 10, 1960

Work days used 92

Project authorization $233,836.43

Exclusive of engineering $217,208.06

Per cent of time elapsed 92 %

Estimated cost of completed project, exclusive of engineering $219,675

Estimated per cent overrun 3 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $16,628.37

Engineering cost to date $21,075.51, 126.7 %

Date project was completed October 6, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate and supporting data delivered to Division office on October 10, 1961.

Bridge subcontractors timbers remain piled on right of way.

FINAL REPORT

NOTED
JOHN R. OAKES

DIVISION
RECEIVED
OCT 16 1961
NOTED--
ACE COE

Noted
M. N. Juvo

Signed DC King Resident Engineer

Address Room 208 Lab Building, Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.2	1.2		1.2	1.2
Miles partially completed	0	0		0	0
Miles completed	1.2	1.2		1.2	1.2
Total estimated quantities (contract)	20,000	21,500		790	3,500
Total quantities corrected to date	20,000	27,170		760	3,481
Estimated quantities moved or placed to date	20,000	27,170		760	3,481
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

9

RECEIVED
OCT 11 1961
FOR FILING

F-162(3)

5801

October 11, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 6, 1961, on Contract No. 5801, Rickreall-Orr Corner Section, in Polk County, in connection with Federal Aid Project No. F-162(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

cc: H. S. Cox

RECEIVED
OCT 6 1961
FOR FILING
5481

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1961

SUBJECT: Assignment #1228-PMS
Request for Information
Mrs. Harry A. Dempsey
Rickreall

To:

1228

Mr. P. M. Stephenson
Assistant State Highway Engineer

You have received a copy of Mr. Walker's letter dated October 2 to Mrs. Harry A. Dempsey, Rickreall, in which he supplied her with the information requested in subject assignment. No further action is indicated.

We return herewith Mrs. Dempsey's letter and your Record of Assignment.

John A. Phillips
John A. Phillips
Assistant Maintenance Engineer

JAP:jre
Encl.

cc: J. D. Walker

NOTED
P. M. STEPHENSON

RECEIVED
OCT [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
5 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5811

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 2, 1961

Mrs. Harry A. Dempsey
Rickreall, Oregon

Dear Madam:

Your letter regarding several items on the Rickreall-Orr Corner Section has been referred to me for answer.

You write the turn-off is quite abrupt from the new highway to what is now your frontage road. These accesses are purposely brought in to a right angle to the highway. This is done from a safety standpoint. If the vehicle comes into the main traveled lanes at approximately a 90-degree angle, the driver has much better sight distance in both directions than if they were entering in a wide area or on a curve. We believe that this is good construction for such approaches.

The only markers that we put at such entrances would be the regular sight post. I will suggest to the Resident Engineer that he place sight posts here. Red reflectors are not permitted on any accesses and our maintenance crews have orders to remove any that are found to be placed by other parties.

The pile of timbers which you refer to is the property of the contractor. If you would care to contact him, some deal might possibly be made for fireplace wood.

You ask about the bank on your side of the highway. I presume you refer to the cutbank of the new location. This cutbank will be seeded to grass. This is our standard practice on all such conditions. If you find any poison oak in the area on the highway right of way and will bring it to the attention of Mr. Howard Johnson, District Maintenance Superintendent at Corvallis, the poison oak and undesirable weeds will be sprayed.

I am asking the Resident Engineer, Mr. King, by a copy of this letter to contact you and see if any further explanations can be made in this matter.

Very truly yours,

J. D. Walker
Division Engineer

NOTED
P. M. STEPHENSON

JDW:AM
cc Mr. P. M. Stephenson
Mr. Tom Edwards
Mr. I. A. DeFrance
Mr. D. C. King
Mr. H. C. Johnson

RECEIVED
1961
STATE HIGHWAY ENGINEER

RECEIVED
SEP 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO Stephenson
By State Highway Engineer

Rickreall, Ore.
Sept. 25, 1961.

Dear Sir,

I hope you won't mind answering a few questions which come to my mind, as a property owner and a widow trying to keep up appearances of my property, which may be up for sale within a short time.

We find the turn-off quite abrupt, from the new highway to our "dead end". Are there any plans for widening or correcting this with shoulders?

Also will more adequate

markers be placed, at the point where we enter and leave the new highway.

Are we permitted to place posts with red night lights?

Will the bank in front of my house be cleared of debris and kept presentable?

Is the piling for sale, or offered as fire-place wood?

Will the bank on my side of the old highway be sprayed for poison oak and weeds? I wrote one time that I had planted part of the bank, but I can't keep up the plantings, so would rather have the whole bank maintained by the highway dept. when making the rounds of cleaning up.

In answer to these questions from friends and relatives, I keep saying, "Give them time!" which is probably what you will say to me. However, I feel that while equipment is still working on this project, is the time of express a hope that a scenic view will be maintained and property will not be penalized.

Very truly yours,
Mrs. Harry A. Dempsey
(Alma O. Dempsey)
Rickreall, Oreg.

Highway 99W
(Park Lane.)
(Could we have a marker to this effect?

RECEIVED
OCT 2 1961
FOR FILING

FORM K-20X—[illegible]—6-61—[illegible]

F 11 2(3)

5401

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1961

SUBJECT: Assignment No. 1228-PMS
Request for Information
Mrs. Harry A. Dempsey
Rickreall

1228

To:

Mr. J. D. Walker
Division Engineer
Department

Attached are two copies of a letter from Mrs. Harry A. Dempsey (Alma O.), Rickreall, requesting information as to the effect on her property of the newly constructed Rickreall-Orr Corner Section of the Pacific Highway West.

We would appreciate your supplying us, if possible, with the information needed to reply to Mrs. Dempsey's letter.

ORIGINAL SIGNED BY J. A. PHILLIPS

John A. Phillips
Assistant Maintenance Engineer

JAP:jrs
Encls.

cc: P. M. Stephenson ✓

NOTED
P. M. STEPHENSON

RECEIVED
OCT 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 11 1961
FORM E-30 50M 7-59 22124

FOR FILING

[illegible]

5901

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 12, 1961

SUBJECT: Assignment #1183-PMS
Hickerson Water Line
Rickreall-Orr Corner Section
Pacific Highway West

To: Mr. P. M. Stephenson
Assistant State Highway Engineer
Department

1183

We are returning, herewith, your file relative to the subject assignment.

Please be advised that Mrs. Hickerson's request to bury her water pipe line crossing the highway was satisfied through Pipe Line Permit No. 5290, issued to the Hickerson's this date.

R P Hamilton
R. P. Hamilton
Utilities Permit Engineer

RPH:dh
Encl.

NOTED
P. M. [illegible]

RECEIVED
SEP 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 80M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1961

SUBJECT:
Assignment No. 1183-PMS
Hickerson Water Line
Rickreall-Orr Corner Section
Pacific Highway West
Contract No. 5801

To:
Mr. P. M. Stephenson
Assistant State Highway Engineer
Department

The installation of the water line crossing the Pacific Highway West on the subject section was a right of way commitment, the State to install conduit only with the owners to install the water line. See attached copy of letter from E. J. Benner to Mr. and Mrs. Claude Hickerson dated August 5, 1960.

The State installed the conduit and the Hickersons or their agent installed the water line. It is a plastic hose and other than where it is in the conduit it is lying on top of the ground. This is not a good situation for such a line. We recommend that the owners be given permission and insist that they bury this water line from the conduit to the right of way line.

Mrs. Hickerson in her letter asked about covering the pipe. This should not be permitted, as by covering the pipe in its present position it would block some of the drainage. The pipe should be buried approximately one foot below the top of the ground to safeguard it against future maintenance work (blading, mowing, et cetera).

Attached for your files is the letter from Mrs. Claude Hickerson regarding this matter.

736+30

30'

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Tom Edwards

RECEIVED
AUG 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Stephenson
By State Highway Engineer

REFERRED TO
State Hwy Engr

Rickreall, Ore
Aug. 7, 1961

State Highway Dept.
Salem, Ore

Dear Sirs.-

Would we be allowed to
cover our water pipe that crosses
The new highway. So much of it
is exposed between the tanks and
where it goes under the highway.
We would like to get it done
before the "Polk Co" fair.
And how would it be best
for us to fix it as it crosses the
ditch on each side of the highway?

Respectfully,
Mrs. Claud Hickerson

RECEIVED
AUG [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 5, 1960

RECEIVED
AUG -5 1960
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

J. D. Walker

Mr. and Mrs. Claude Hickerson
P. O. Box 26
Rickreall, Oregon

Re: File No. 20554 - Hickerson
Rickreall-Orr Corner Section
Pacific Highway West
Polk County

Dear Mr. and Mrs. Hickerson:

The State Highway Commission is now aware of the fact that it is at present, and may be for part time in the future, necessary for you to secure a water supply for your residence from the well now located on the Polk County Fair Grounds.

To facilitate connection with your residential water supply, this letter is written as a commitment upon the Highway Department's engineers to lay a 12" sleeve at approximate Station 734+80 for accomodattion of the necessary pipe line, together with permission for you to go upon the right of way to insert or withdrew a water pipe from the said sleeve as necessary to maintain your supply. It is understood, however, that responsibility of the Highway Commission is limited to installation of the 12" sleeve. Supplying the water or materials to carry the same will be incumbent upon you and the owner of the source of your supply.

This commitment will be attached to the option which you signed for the sale of your property. We trust that with this understanding, you will proceed to furnish a deed pursuant to said option and your claim can be processed for payment.

Very truly yours,

L. J. Bonner
Right of Way Supervisor

LJB:ho

cc: King

NOTED
J. D. WALKER

NOTED
J. G. CANFIELD

NOTED
GERALD WIMER

RECEIVED
SEP 14 1961
FOR FILING

477 Cottage Street N. E.
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

September 11, 1961

C. G. Polk, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

08-35.4-DA

Rickreall-Orr Corner Section of the
Pacific West Highway FAP No. F-162(3)

Reference is made to your letter dated September 7, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Painter

RECEIVED
SEP 8 1961
FOR FILING

5901

September 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 224-238, covering seeding and mulching on the Rickreall-Orr Corner Section of the Pacific West Highway in Polk County, Contract No. 5901, in connection with Federal Aid Project No. F-162(3).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract. The amount is too small to be done by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-4.3 is requested.

The total estimated amount of the order is $900.00 with Federal participation of $540.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:cr

RECEIVED
AUG 2 1961
FOR FILING

[illegible]

5801

August 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Public Utility Commissioner's Supplemental Order No. 37931 relative to Orr Corner Xing Signals on the Rickreall-Orr Corner Section, Project No. F-162(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

RECEIVED
JUL 25 1961

FOR FILING

5901

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1961

SUBJECT: Pux 372 - Orr Corner Xing Signals
Southern Pacific Company
Polk County

To: Mr. G. S. Paxson
Ass't State Highway Engineer
Office

Herewith I hand you copy of Public Utility Commissioner's Order No. 37931 issued July 18, 1961, relative to the above-titled project. This is a supplemental order of Public Utility Commissioner's Order 37361 and was necessitated by the addition of two 10' truck stopping lanes.

I call your attention specifically to page 5 of the order which provides for a different type of signal. This order seems to be in conformance with our petition to modify, the answer of the railroad company and our reply thereto.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: Tom Edwards (2)
I.A.DeFrance (2)
J.D.Walker (2)
J.W.Nash (2)
F.B.Crandall
H.B.Simpson

NOTED

RECEIVED
JUL 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

ORDER NO. 37931

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-132

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to improve and widen an existing crossing and for the installation of modern automatic electric flashing light signals at the intersection at grade of Pacific Highway West and the tracks of Southern Pacific Company, known as the ORR CORNER CROSSING SIGNALS project, located in the Northeast quarter of the Southwest quarter (NE¼ SW¼) of Section 31, Township 7 South, Range 4 West, W.M., in Polk County, Oregon.	SUPPLEMENTAL ORDER

On December 21, 1960, Commissioner's Order No. 37361 was entered in the above entitled matter, granting the petition of the State of Oregon, by and through its State Highway Commission, for permission to alter, by improving and widening, an existing crossing designated as CM-729.7 in the Commissioner's Catalog of Railroad Crossings. The project, known as the ORR CORNER CROSSING SIGNALS project,involved the intersection, at grade of Pacific Highway west and the tracks of Southern Pacific Company near Rickreall, in Polk County, Oregon.

Under the certain terms and conditions specified therein, warning signals similar to Commissioner's Standard No. 2 Flashing Light Signals were to be installed upon completion of the alteration.

On February 14, 1961, the State of Oregon, by and through its State Highway Commission, filed a petition with the Commissioner alleging in substance that since the filing of the original petition and the entering of the Commissioner's order thereon, Petitioner has determined that the subject crossing should be made sufficiently wide to permit the construction of a 10 foot wide stopping lane on each side of the crossing. That the construction thereof will make it necessary that there be installed, at appropriate locations on each side of the crossing, Commissioner's Standard No. 2-B Flashing Light Signals instead of Commissioner's Standard No. 2 Flashing Light Signals equipped with gongs as provided for in Order No. 37361.

Attached to and made parts of the within petition are drawings numbered 6B-15-4, showing on sheet 2 a cross section of the highway as proposed, and sheet 4 showing the alignment of the highway at the crossing and in the area adjacent thereto as it will be after the stopping lanes are added.

Petitioner prays an order of the Commissioner modifying Order No. 37361 to the extent necessary to authorize the construction of the crossing and to direct the installation of warning signals in accordance with the within petition.

Notice of the petition and copies thereof were duly served upon Respondent who in answer thereto stated in substance that Respondent does not oppose the issuance of a modified order authorizing the installation of the Commissioner's Standard No. 2-B signals and the widening of the crossing to provide stopping lanes under conditions provided for in said petition provided that additional flashing light signals be placed on the mast as well as on the cantilever brackets, on the grounds and for the reason that the greater height of the signals on the cantilever arm makes them somewhat less effective.

On March 17, 1961, in response to Respondent's answer, Petitioner approved the modification of the proposal submitted by Oregon State Highway Commission and in addition thereto represented that, as an additional safety precaution, each of the said signals should be provided with a warning gong mounted on the signal masts.

On April 18, Respondent in reply to the Petitioner's proposal that gongs be installed, stated that Southern Pacific Company has no objection to such an installation.

Due and careful consideration has been given to the within petition and based upon the Commissioner's records and files, it is found that Commissioner's Order No. 37361 in paragraph 4 on page 5 provides that

> "4. ORDERED that the alteration and installation shall be done in a good and workmanlike manner and in conformity with applicant's drawings submitted as part of the application."

The drawing above referred to is an unnumbered drawing marked "Exhibit A", dated March, 1960 and entitled "PUC Vicinity Map and Profile of S.P.R.R. Grade Crossings. Rickreall, ORR Corner Section, Pacific Highway West." The drawing submitted with and made a part of the within petition is identical with the drawing originally submitted and marked "Exhibit A" as to the showing of location, elevation and angles of intersection and grade. The details of the proposed stopping lanes are also shown thereon. These stopping lanes will permit vehicles which are required to stop at the crossing to decelerate and stop without blocking the regularly traveled portion of the highway and interfering with the flow of traffic which is not required to stop. A 10-foot lane 50 feet long on the approach side and 100 feet long on the leaving side will be provided on both sides of the highway. The deceleration lanes will taper from zero width at a point 250 feet from the tracks to the full 10-foot width at a point 50 feet from the tracks and the acceleration lanes will taper from a full 10-foot width at a point 100 feet from the tracks to zero width at a point 400 feet from the track.

Commissioner's Order No. 37361 in paragraph 3 on page 5 also provides as follows:

> "3 ORDERED that the State of Oregon, by and through its State Highway Commission, shall in accordance with the above-mentioned drawing, provide and install 2 Commissioner's Standard No. 2 Flashing Light Signals equipped with gongs at appropriate locations."

In order to provide assurance that Flashing Light Signals, which may be operating, are not obscured from the view of vehicle drivers when approaching the crossing by vehicles that are stopped in the proposed stopping lanes, Petitioner indicates that it is necessary that 2 Commissioner's Standard No. 2-B Flashing Light Signals be installed instead of Commissioner's Standard No. 2 Flashing Light Signals (side of the road type) equipped with gongs.

Commissioner's Standard No. 2-B Flashing Light Signal is recommended as a standard for railroad, highway, grade crossing protection as shown and detailed on Annex D of Commissioner's Order No. 36962. It is a modification of Commissioner's Standard No. 2 Flashing Light Signal in that the signal mast extends to a greater height above the ground, is heavier and has sufficient strength to support the 2-unit flashing light assembly which is suspended by means of a cantilever bracket over the highway from 8 to 12 feet from the side of the road.

When installed as above indicated the overhead flashing light signals are plainly visible from either of the regular traffic lanes at the required distance from the crossing unless obscured by high-bodied trucks which are immediately ahead of closely following smaller vehicles. To obviate the danger which would result in the latter event, and to insure adequate warning of approaching trains under all conditions, the Commissioner deems it necessary that there also be installed on the masts of the proposed Commissioner's Standard No. 2-B Flashing Light Signals, at the customary side of the road locations, Commissioner's Standard No. 2 Flashing Light Signal assemblies. By its letter of May 1, 1961, Petitioner approved and agreed to the installation of this additional protection. Commissioner's standard gongs are also to be installed on the flashing light signal masts.

The characteristics of and controls for Commissioner's Standard No. 2-B Signals are similar to those for Standard No. 2 Signals and no modification of the provisions for signal control installations in Order No. 37361 is necessary.

The addition of the stopping lanes as proposed in the within petition will result in a better and safer crossing. The installation of the warning signals in accordance with the findings above made will provide more effective and efficient protection to the traveling public.

From the foregoing it is concluded that the within petition should be granted and Commissioner's Order No. 37361 should be modified as hereinafter set forth. It is therefore

ORDERED that the within petition of the State of Oregon by and through its State Highway Commission for the modification of Commissioner's Order No. 37361 be and the same is hereby granted and it is further

ORDERED that paragraph 4 on page 5 of Order No. 37361 shall be deleted and the following provision be substituted therefor:

> "ORDERED that the construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, elevation, angles of intersection and grades and section diagrams with Sheets 2 and 4 of Oregon State Highway Department Drawing No. 6V-15-4 Revised as of 12/12/60 showing stop lanes at railroad crossing."

and it is further

ORDERED that paragraph 3 on page 5, in Order No. 37361 shall be deleted therefrom and the following provisions be substituted therefor:

> ORDERED that the State of Oregon, by and through its State Highway Commission, shall provide and install, at proper locations on both sides of the highway, so that the center of the overhead signal assembly shall be approximately 10 feet inside of the outside edge of the stopping lane, Commissioner's Standard 2-B Flashing Light Signal, complete with mast-mounted flashing light signal assemblies and Bell or Gong, all as shown on Annex C, Annex D and Annex F of P.U.C. Order No. 36962. Such signals to be operated and controlled through track circuits that will provide a warning interval, by flashing lights and sounding gongs, of not less than 20 nor more than 30 seconds before the arrival at the

crossing of a train approaching at the highest speed permissible.

And it is further

ORDERED that in all other respects Commissioner's Order No. 37361 shall remain as originally entered and continue in full force and effect; and it is further

ORDERED that the within order shall be effective on the date of the execution hereof.

Made and entered this 18th day of July, 1961.

Public Utility Commissioner

(SEAL)

RECEIVED
JUL 7 1961
FOR FILING

[illegible]

5801

2587

July 7, 1961

Mrs. Harry A. Dempsey
Rickreall
Oregon

Dear Mrs. Dempsey:

With reference to your letter of June 26, please be advised that we are asking Mr. J. D. Walker, our Division Engineer, or one of his assistants, to call on you and discuss your problems arising from the new construction.

It appears that there would be some difficulties attendant to providing the service by walkway and direct access to your property from the highway. However, this can best be resolved on the ground.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:jw me

cc Forrest Cooper
Tom Edwards
J. D. Walker

FORM E-30 50M 3-61 34307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1961

SUBJECT: Assignment 507-Y
Rickreall-Orr Corner Section
Pacific Highway West
Contract No. 5801

To: Mr. Tom Edwards
Construction Engineer
Department

Mrs. Dempsey in her letter of June 26, 1961, has brought up so many questions that are so hard to answer by writing it is recommended that the letter be acknowledged and she be advised that someone from the Division Office will contact her in the near future to discuss these matters with her. Either Mr. Walker or I will plan to contact her the latter part of next week.

For your information, it would not be practical to construct a walkway direct from Mrs. Dempsey's house to the relocated highway, as this is in an area of some 10 or 12-foot cut. Her access to the new road will be by the proposed connection from the old road to the existing road, which enters the existing road some 150 feet southerly of the Dempsey place. A plan of this connection was sent to you under Assignment 290-Y. By viewing this plan and remembering the cut directly in front of the Dempsey property, I believe you can get a good idea of the situation.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
P. S.

Returned herewith are your Record of Assignment and Mrs. Dempsey's letter.

R.D.A.

RECEIVED
JUN 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

ALMA O. DEMPSEY
Rickreall, Oregon

PLEASE RETURN TO
FORREST COOPER

June 26, 1961.

REFERRED TO
W. C. Williams

Oregon State Hwy. Dept.

Dear Sirs,

REFERRED TO
Cooper

We are wondering if we will be given access to the new highway, by way of a walk or some means of connecting our road directly with the highway.

Also will there be a "wide shoulder" for parking for deliveries or pick-ups such as cleaners, milk, etc. that now drive up to our doors.

Also, previously busses have stopped at our road to take on or let off passengers. Will there be any of these conveniences preserved for us?

This seems like a lot of questions, but we discuss these details and wonder how they will be worked out for us.

NOTED
BY

We would appreciate any information you can give us.

Sincerely
Mrs. Harry O. Dempsey

Edw

RECEIVED
FORM E-30 ... 5-61 ...397
JUL 17 1961

FOR FILING

5711

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1961

To:

Mr. Tom Edwards
Construction Engineer
Department

SUBJECT:
Assignment 507-Y
Rickreall-Orr Corner Section
Pacific Highway West
Contract No. 5801

Today Resident Engineer D. C. King and I contacted Mrs. Dempsey and discussed with her the questions she raised in her letter of June 26, 1961.

Mrs. Dempsey seemed reconciled to the present plan but she would much prefer at least having a pedestrian path connect directly to the highway than having to go approximately 200 feet to the south to get to the highway to collect her mail. When explaining to her that she would have to descend about a 12-foot cut, she agreed it would be better to walk the 200 feet additional.

One other point she brought up, which she stated would possibly pose a problem to her, was the leaving in place of the existing road between the entrance to her house and Rickreall Creek. She was afraid this would become a parking and camping site which would be very objectionable so close to her place. She was assured that if this happened to the point where it would be a nuisance the old road could be blocked in front of her house so that people would not have access to this area. She did not want the road obliterated, as she has a nice building site just northerly of her house, the entrance to which would be along the portion of the old highway in question. She did not seem very angry about the situation. She seemed to be satisfied but not contented.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. D. C. King

NOTED
FORREST COOPER

RECEIVED
JUL 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 13 1961
FORM E-90X 80M 7-60 29396
FOR FILING

F-162 (3)

5801

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1961

RAILROAD COMPANIES
FILE No. 543

SUBJECT: Pux 372 - Orr Corner Xing Signals
Supplemental Agreement with Southern
Pacific Company
Polk County

To: Mr. Floyd Query, Secretary
Oregon State Highway Commission
Office

Herewith I hand you executed copy of supplemental agreement with Southern Pacific Company relative to the above titled matter. This copy is for the Commission's files.

Distribution of conformed copies has been made as indicated below.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: G. S. Paxson
Tom Edwards
J. D. Walker
J. W. Nash

RECEIVED
[illegible]
STATE [illegible] ENGINEER

RECEIVED
APR 27 1961
FOR FILING

COMMISSIONERS
M. [illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

[illegible]
SALEM

F-162 (3)

5801

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 26, 1961

Mr. A. W. Kilborn
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Pux 372 - Orr Corner Xing
Signals
Southern Pacific Co.
Polk County

Dear Mr. Kilborn:

Herewith I return to you duplicate copies of supplemental agreement relative to signals at the above-titled crossing, your file GMO 79271. Both copies have been executed by the State Highway Commission under date of April 14, 1961.

It is understood that after execution by Southern Pacific Company one complete copy will be forwarded to this office.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc. 2

cc: G. S. Paxson

[illegible]

RECEIVED
APR 2 [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1961
FOR FILING

F-162(3)

5801

Salem, Oregon
April 19, 1961

RAILROAD COMPANIES
FILE No. [illegible]

Agenda Item 4c-3

Pux 372 - Orr Corner Xing Signals
S.P. Co. - Polk County

Mr. L. I. Lindas
Chief Counsel
Office

Attached are two copies of an agreement with the Southern Pacific Company relative to the installation of signals at the Orr Corner Crossing of US99W in Polk County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
APR 14 1961
4c-3

Salem, Oregon
April 7, 1961

SUBJECT: Pux 372 - Orr Corner Xing Signals 4c-3
S. P. Co. - Polk County

To: Mr. Floyd Query
Secretary Highway Commission
Office

NOTED
W. C. WILLIAMS

Herewith I hand you duplicate counterparts of supplemental agreement relative to the installation of signals at the above titled crossing. Both copies have been approved by Mr. Paxson and Mr. Lindas. It will not be necessary that the agreement be acknowledged.

After execution by the Commission, please return both copies direct to me for further handling.

J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc. 2

cc: G. S. Paxson

Ⓐ
__ COPIES TO
BE SIGNED

E. R.

RECEIVED
APR 10 1961
FORM E-30X 80M 7-60 29386
FOR FILING
F-162(3)

5981

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1961

SUBJECT: Pux 372 - Orr Corner Xing Signals
S. P. Co. - Polk County

To: Mr. Floyd Query
Secretary Highway Commission
Office

Herewith I hand you duplicate counterparts of supplemental agreement relative to the installation of signals at the above titled crossing. Both copies have been approved by Mr. Paxson and Mr. Lindas. It will not be necessary that the agreement be acknowledged.

After execution by the Commission, please return both copies direct to me for further handling.

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc. 2

cc: G. S. Paxson

[illegible]

RECEIVED
APR 6 1961

FOR FILING

F-162(3)

5621

Salem, Oregon
April 5, 1961

Mr. Leonard I. Lindas

Attached hereto is the original and duplicate of an agreement with the Southern Pacific Company supplementing our previous agreement for the railroad signals at Orr Corner in Polk County. Subsequent to the hearing, we changed our design to include an additional lane on each side of the roadway so that trucks and school buses could stop, as required by law, without blocking the highway. This agreement provides for the modified signals to accommodate the additional lanes.

I see nothing wrong with the agreement and would suggest that you note your approval and send it on to the Commission for its approval at the next meeting.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
MAR 20 1961
FOR FILING

COMMISSIONERS
M. R. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F-162 (3)
5801

March 17, 1961

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 372 - Orr Corner Xing Signals
S. P. Co. - Polk County
Your Docket SXF-132

Dear Sir:

Herewith I hand you four copies of reply of the State Highway Commission to the answer of Southern Pacific Company in the above-titled matter, your Docket No. SXF-132.

Two of the copies are for service upon Southern Pacific Company and the other two copies are for your use.

Yours very truly,

GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. 4

cc: G. S. Paxson
Tom Edwards
F. B. Crandall
J. D. Walker

NOTED
G. S. PAXSON

RECEIVED
MAR 17 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Pux 372

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to improve and widen an existing crossing and for the installation of modern automatic electric flashing light signals at the intersection at grade of Pacific Highway West and the tracks of Southern Pacific Company, known as the ORR CORNER CROSSING SIGNALS project, located in the Northeast quarter of the Southwest quarter (NE¼ SW¼) of Section 31, Township 7 South, Range 4 West, W.M., in Polk County, Oregon	REPLY OF STATE HIGHWAY COMMISSION TO ANSWER OF SOUTHERN PACIFIC COMPANY RE: MODIFICATION PUBLIC UTILITY COMMISSIONER'S ORDER NO. 37361

Comes now the State of Oregon, by and through its State Highway Commission, Petitioner, and for its Reply to the Answer of Southern Pacific Company in the above-titled matter respectfully represents:

I

Petitioner approves the modification of said Order No. 37361 in accordance with the Answer of Southern Pacific Company, except Petitioner represents that, as an additional safety precaution, each of said signals should be provided with a warning gong mounted on the signal mast.

Dated at Salem, Oregon, this 17th day of March, 1961.

STATE OF OREGON, by and through its
State Highway Commission
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission
J. W. DeSOUZA
Assistant Counsel for the State Highway
Commission

By ______________________
GLEN V. SORENSEN - Staff Attorney for
the State Highway Commission

RECEIVED
FEB 15 1961

COMMISSIONERS
M. R. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-162 (3)
5801

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 14, 1961

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 372 - Orr Corner Xing
Signals
S. P. Co. - Polk County
Your Docket SXF-132

Dear Sir:

Herewith I hand you three copies of State Highway Commission's Petition to Modify PUC Order 37361 relative to the above titled matter. Two of the copies are for service upon Southern Pacific Company.

Yours very truly,

GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. - 3

cc: Forrest Cooper
G. S. Paxson
Tom Edwards
F. B. Crandall
J. D. Walker

NOTED

RECEIVED
FEB 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Pux 323

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

SXF 132

In the matter of the application of the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, for authority to improve and widen an existing crossing and for the installation of modern, automatic flashing light signals at the intersection at grade of Pacific Highway West and the tracks of the Southern Pacific Company known as the Orr Corner Crossing Signals Project located in the Northeast quarter of the Southwest quarter (NE¼ SW¼) of Section 31, Township 7 South, Range 4 West, W.M., in Polk County, Oregon	PETITION TO MODIFY PUC ORDER 37361

The petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this Petition is made under the authority of ORS 366.205.

III

That all the allegation of the original Petition filed herein are hereby re-alleged except as modified hereinafter.

IV

That PUC Order No. 37361, which was made and entered in the above-entitled proceedings, provided that two Commissioner's Standard No. 2 flashing light signals, equipped with gongs, be installed at appropriate locations.

V

That since the original Petition was filed in the above-entitled matter, the Petitioner has determined that the crossing should be improved and widened to a sufficient additional width to allow a ten (10) foot truck stopping lane on each side of the crossing.

VI

That the proposed construction as set forth in Paragraph V hereof make it necessary and desirable in the interest of public safety on the highway and on the railroad, that instead of the two Commissioner's Standard No. 2 flashing light signals, equipped with gongs, as ordered in PUC Order No. 37361, that there be installed two Commissioner's Standard No. 2-B signals, at appropriate locations.

VII

That the Petitioner proposes that the improvement of the existing crossing and the installation of signals, including the maintenance thereof, be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Award a contract for the improvement of the highway and supervise the construction thereof.

(b) Except as hereinafter stated under THINGS TO BE DONE BY RAILROAD at its own cost and expense, reimburse Southern Pacific Company for all reasonable and proper costs under the accounting practices contained in Policy and Procedure Memorandum 30-3, issued by the Public Roads Administration under date of August 15, 1955, and amendments and supplements thereto.

(c) Maintain the highway roadbed and pavement, including the area between the rails of the railroad company, and other highway appurtenances and facilities.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement to the extent of 90 percent of the cost thereof, as hereinabove stated, provide and install two Commissioner's Standard No. 2-B signals, at appropriate locations on each side of the crossing, including necessary track circuits, and thereafter maintain the same at its own cost and expense.

(b) Subject to reimbursement as hereinabove stated, provide such watchmen and flagmen as may be necessary to safeguard railroad operations during the period of improvement of the crossing.

(c) At its own cost and expense remove and salvage, for its own use and benefit, the existing wigwag signal at the crossing.

(d) At its own cost and expense install necessary preservative treated ties across the highway surface, and provide and install adequate guardrails or headers for the retention of the highway pavement.

(e) After improvement of the crossing, maintain its ties, rails and other railroad facilities, including the signals, at its own cost and expense.

VIII

Attached hereto and by this reference made a part hereof, are two drawings titled Rickreall-Orr Corner Section, Pacific Highway West, Sheet No. 2 and Sheet No. 4.

IX

WHEREFORE, Petitioner prays for an order modifying PUC Order No. 37361 in accordance with this Petition and an order authorizing the improvement of said crossing, including the installation of said signals and providing for the further maintenance in accordance herewith and for such other and further orders as may be proper in the premises.

Dated at Salem, Oregon, this 14th day of February, 1961.

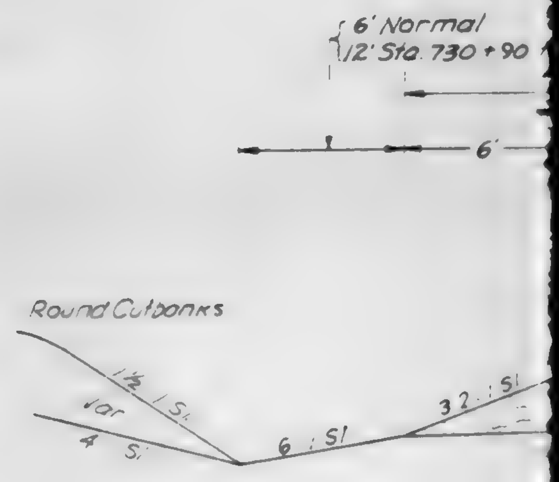
STATE OF OREGON, by and through its
STATE HIGHWAY COMMISSION

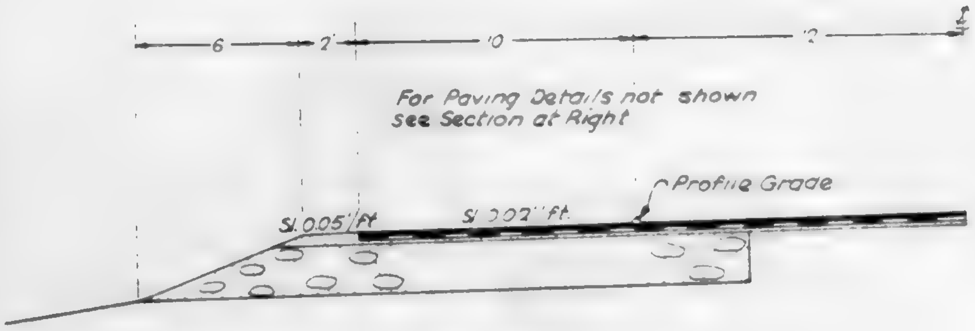
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By J. W. DeSOUZA
J. W. DeSOUZA - Assistant Counsel
for the State Highway Commission

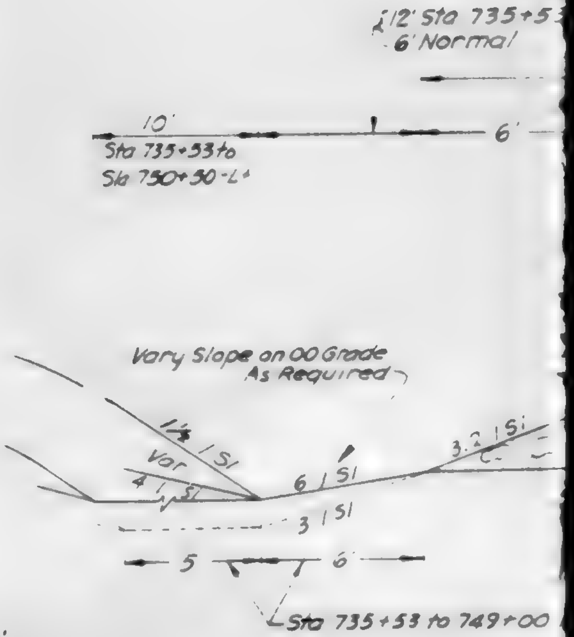
By Sorensen
GLEN V. SORENSEN - Staff Attorney
for the State Highway Commission

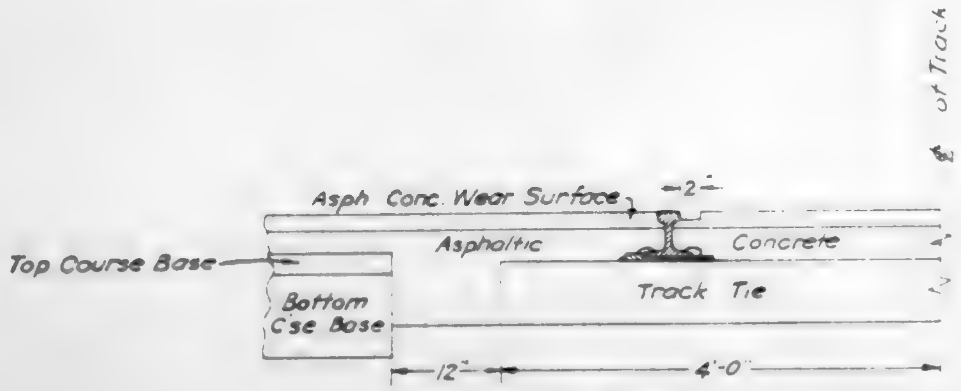
T


6' Normal
12' Sta. 730+90
6'
Round Cutbanks
1½ : Sl
Var
4 : Sl
6 : Sl
3.2 : Sl

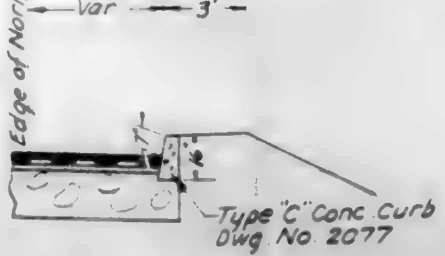

6
2'
10
12
℄
For Paving Details not shown see Section at Right
Profile Grade
Sl. 0.05'/ft
Sl. 0.02'/ft

HALF SECTION
TRUCK LANE AT R.R. CROSSING


12' Sta. 735+53
6' Normal
10'
Sta. 735+53 to
Sta. 750+30 -Lt
6'
Vary Slope on 00 Grade As Required
1½ : Sl
Var
4 : Sl
6 : Sl
3.2 : Sl
3 : Sl
5
6
Sta. 735+53 to 749+00


℄ of Track
Asph. Conc. Wear Surface
2"
Aspholtic
Concrete
Top Course Base
Bottom C'se Base
Track Tie
12"
4'-0"

Half Section
SURFACING DETAILS
AT RAILROAD CROSSING


Edge of Normal Travel Way
Var
3'
Type "C" Conc. Curb
Dwg. No. 2077

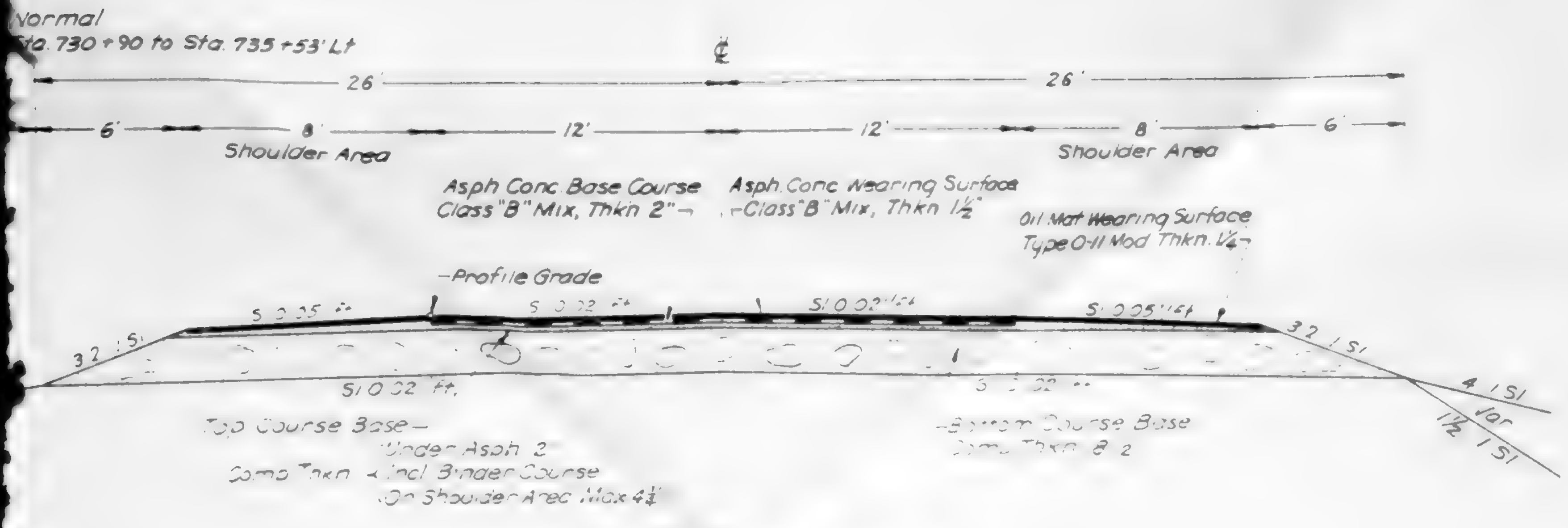
SECTION B-B
See Sheet No. 3

6V-15-4

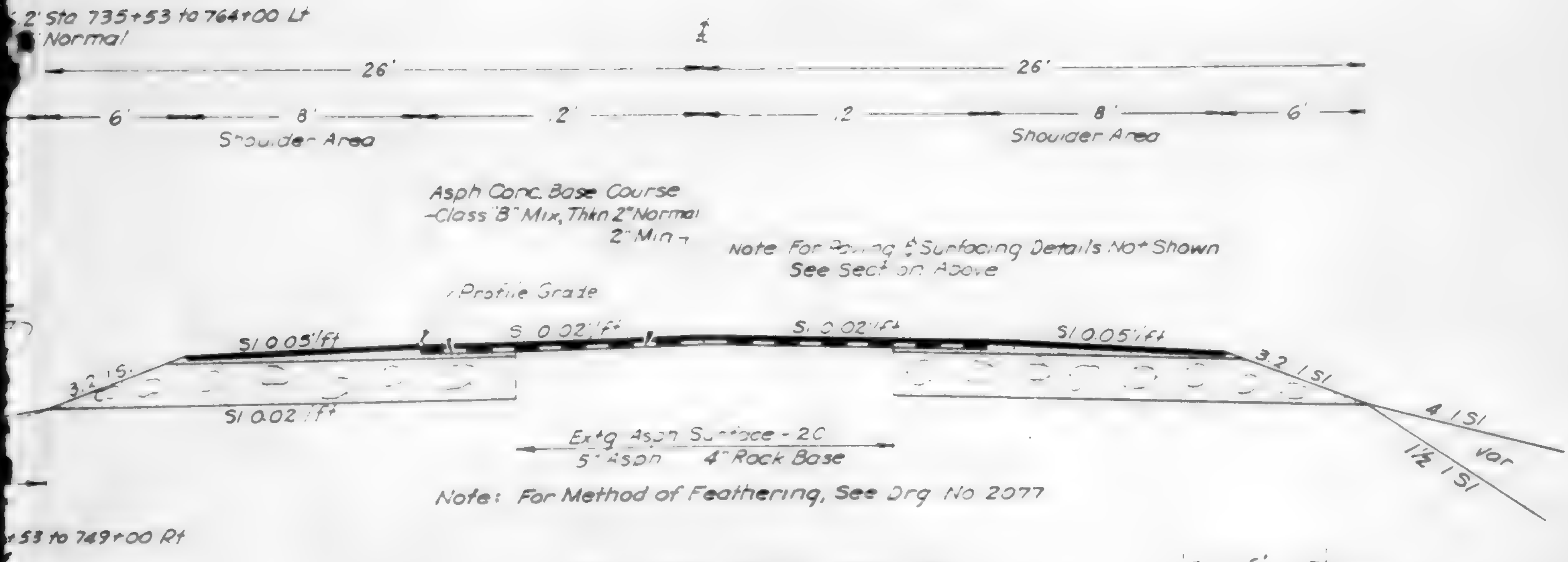
RICKREALL-ORR CORNER SEC. PACIFIC HIGHWAY WEST POLK COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-162(3)		See Index

Revised 12-12-60 Truck Lane at R.R. Crossing

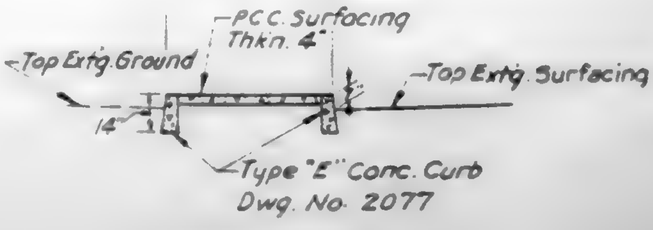
TYPICAL SECTIONS


Normal
Sta. 730+90 to Sta. 735+53' Lt
℄
26'
26'
6'
8'
12'
12'
8'
6'
Shoulder Area
Shoulder Area
Asph Conc. Base Course Class "B" Mix, Thkn 2"
Asph. Conc. Wearing Surface Class "B" Mix, Thkn 1½"
Oil Mat Wearing Surface Type O-11 Mod Thkn. 1¼"
Profile Grade
Sl 0.05' Ft
Sl 0.02' Ft
Sl 0.02'/Ft
Sl 0.05'/Ft
3.2 : Sl
3.2 : Sl
Sl 0.02' Ft.
Sl 0.02' Ft
4 : Sl
Var
1½ : Sl
Top Course Base Under Asph 2" Comp Thkn 4 incl Binder Course On Shoulder Area Max 4½"
Bottom Course Base Comp Thkn 8½

STA. 725+00 to 735+53

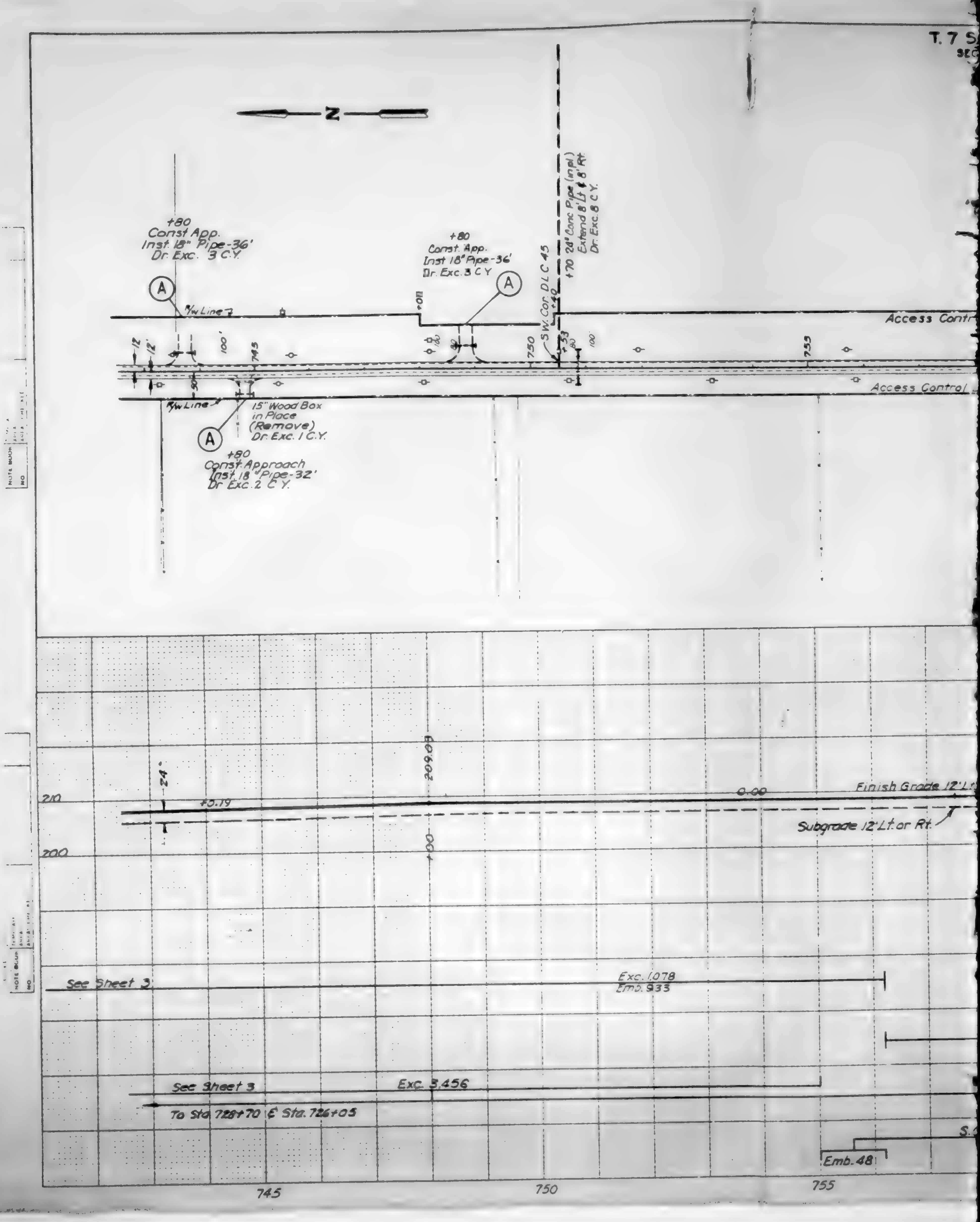

2' Sta 735+53 to 764+00 Lt
Normal
℄
26'
26'
6'
8'
12'
12'
8'
6'
Shoulder Area
Shoulder Area
Asph Conc. Base Course Class "B" Mix, Thkn 2" Normal 2" Min
Note For Paving & Surfacing Details Not Shown See Section Above
Profile Grade
Sl 0.05'/Ft
Sl 0.02'/Ft
Sl 0.02'/Ft
Sl 0.05'/Ft
3.2 : Sl
3.2 : Sl
Sl 0.02'/Ft
4 : Sl
Var
1½ : Sl
Ext'g Asph Surface - 2C
5" Asph 4" Rock Base
Note: For Method of Feathering, See Drg No 2077
+53 to 749+00 Rt

STA. 735+53 to 789+00


6'
P.C.C. Surfacing Thkn. 4"
Top Extg. Ground
Top Extg. Surfacing
14"
Type "E" Conc. Curb Dwg. No. 2077

SECTION A-A
See Sheet No. 3

O.S. Socia

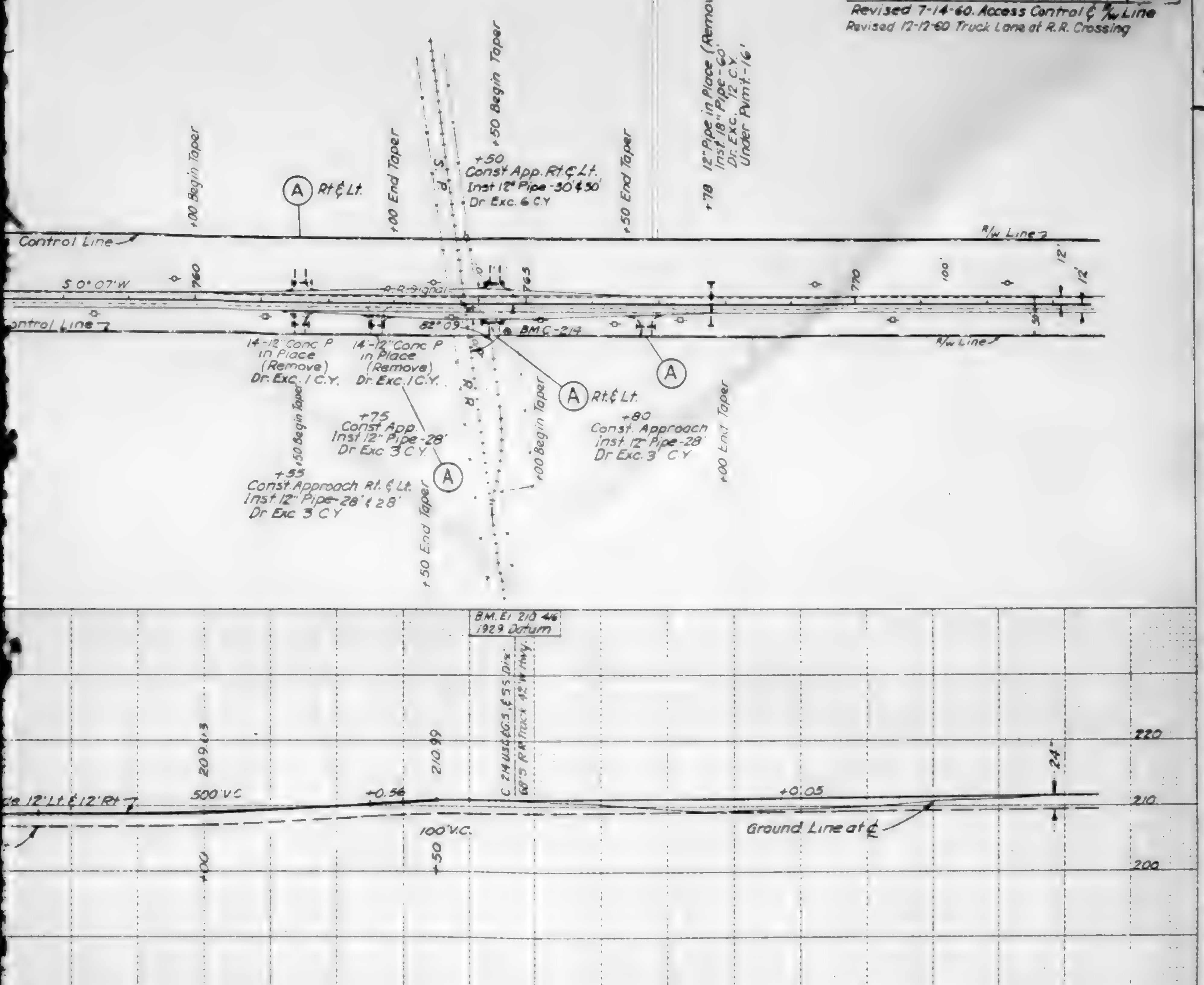

T. 7 S
SEC
Z
+80
Const App.
Inst. 18" Pipe-36'
Dr. Exc. 3 C.Y.
A
R/W Line
+80
Const. App.
Inst 18" Pipe-36'
Dr. Exc. 3 C Y.
A
+10
SW. Cor. DLC 45
+40
+70 24" Conc Pipe (in pl)
Extend 8' Lt & 8' Rt.
Dr. Exc. 8 C.Y.
Access Control
12
12'
100'
745
80
80
750
+53
80
100'
755
R/W Line
15" Wood Box
in Place
(Remove)
Dr. Exc. 1 C.Y.
A
+80
Const. Approach
Inst. 18" Pipe-32'
Dr. Exc. 2 C.Y.
Access Control
24'
209.09
+0.19
+00
0.00
Finish Grade 12' Lt.
Subgrade 12' Lt. or Rt.
210
200
See Sheet 3
Exc. 1,078
Emb. 933
See Sheet 3
Exc. 3,456
To Sta. 728+70 ℄ Sta. 726+05
S.
Emb. 48
745
750
755
NOTE BOOK
NO
NOTE BOOK
NO

6V-15-4

RICKREALL-ORR CORNER SEC. PACIFIC HIGHWAY WEST POLK COUNTY				SHEET No 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-162(3)		See Index

Revised 7-14-60. Access Control ¢ R/W Line
Revised 12-12-60 Truck Lane at R.R. Crossing

T. 7 S., R.4 W., W.M.
SECTION-31


+00 Begin Taper
Ⓐ Rt.¢ Lt.
+00 End Taper
S.P.
+50 Begin Taper
+50
Const App. Rt.¢ Lt.
Inst 12" Pipe -30'&30'
Dr. Exc. 6 C.Y.
+50 End Taper
+78
12" Pipe in Place (Remove)
Inst. 18" Pipe-60'
Dr. Exc. 12 C.Y.
Under Pvm't.-16'
Control Line
R/W Line
S 0° 07' W
760
R. Signal
765
770
100'
12'
12'
Control Line
82° 09'
BM C-214
R/W Line
14-12" Conc P in Place (Remove) Dr. Exc. 1 C.Y.
14'-12" Conc P in Place (Remove) Dr. Exc. 1 C.Y.
R.R.
Ⓐ Rt.¢ Lt.
Ⓐ
+50 Begin Taper
+75
Const App.
Inst 12" Pipe -28'
Dr Exc 3 C.Y.
Ⓐ
+00 Begin Taper
+80
Const. Approach
Inst. 12" Pipe -28'
Dr Exc. 3 C.Y.
+00 End Taper
+55
Const. Approach Rt. & Lt.
Inst 12" Pipe-28' & 28'
Dr Exc 3 C.Y.
+50 End Taper
B.M. El 210.46
1929 Datum
C 214 USC&GS. E.S.S. Dix
68'S R.R. Track 42'W Hwy.
209.63
210.99
220
500' V.C.
+0.56
+0.05
210
24'
de 12' Lt. & 12' Rt
Ground Line at ¢
100' V.C.
+00
+50
200
Exc. 608
Emb. 526
Exc. 1614
Exc. 56
S.O.H. 35 Yd. Sta.
Exc. 355
Emb. 307
760
765
770

RECEIVED
JAN 26 1961
FOR FILING

F-162(3)
2401

Salem, Oregon
January 25, 1961

Mr. J. W. DeSouza

In going over the P.U.C. order on the Rickreall-Orr Corner Section, Order No. 37361, I find that it says in the preliminary section that the petitioner proposes and the railroad agrees that the railroad install. In the same paragraph the final sentence reads as follows: "These proposals concerning the expenses of the alteration and subsequent maintenance of the crossing are just and reasonable under the circumstances." I find no place in the order where the assessment of cost against the two parties is mentioned. Also in the order it says that the State Highway Commission shall provide and install these signals. Our agreement with the railroad does, however, very definitely set up the division of cost as 90 per cent State and 10 per cent railroad. Please note the attached copy of a letter from the Southern Pacific Company concerning this matter.

Will you please arrange with the Public Utility Commissioner for a modification of the order changing the type of signal.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

January 25, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Rickreall-Orr Corner
US99W
Polk County

Dear Sir:

Reference is made to your letter of January 24, 1961. I am asking our attorney to arrange with the Public Utility Commissioner for the substitution of P.U.C. signal No. 2-B for the P.U.C. signal No. 2 as set up in the order.

It was not our intent that we place the additional flashing signal heads on the side standard of the signal. We believe that the signals on the cantilever arm are sufficient and will be easily visible to traffic using the highway. The P.U.C. signal No. 2-B is a standard with the Public Utility Commissioner, and it is the type of signal that we are to install on Union Pacific crossings. We much prefer to hold to this standard without the addition of the gongs on the side standard.

As far as the agreements are concerned, I would suggest that you prepare a supplement to the existing agreement changing the designation of the signal to be installed and making the proper change in the estimated cost. The State will, of course, assume the same percentage of the additional installation cost as applies to the original project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ms

cc to: Mr. W. C. Williams
Mr. J. W. DeSousa

4-59

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO

GMO 79271

January 24, 1961

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to your letter of December 29, file Rickreall-Orr Corner Section of US 99 W Polk County, with particular reference to installation of Public Utility Commissioner's Standard Signal No. 2-B, Crossing CM 729.7, near Gerlinger:

If it is your intention to have crossing protected by Signal No. 2-B, being cantilever type signal, would suggest you have Public Utility Commissioner investigate and make necessary recommendations.

Wish to point out PUC Order No. 37361 specifically orders this crossing will be protected by Commissioner's Standard No. 2 flashing light signals equipped with gongs. Believe it will be necessary to have this order amended to properly cover the cantilever type signals. Also, it will be necessary to revise agreement dated November 4, 1960, which has been assigned Document No. 115762 covering installation. Agreement was prepared to comply with Commissioner's Standard No. 2 Signal, PUC Order No. 36962.

For your information, it is our practice when installing cantilever type signals that the flashing lights are installed on the mast approximately 8 ft. above road surface as well as at the end of the cantilever arm which is located 17 ft. over roadway surface. This type of installation will cost approximately $1475.00 more than the standard flashing light signals.

Please advise if you intend to apply to Public Utility Commissioner for this revision and if you are agreeable to changing agreement. Also, if you will assume your portion of increased cost of installation.

Yours truly,

RECEIVED
JAN 25 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]

RECEIVED
[illegible] 1960
FOR FILING
1-167(2
5801

FORM E-30 90M [illegible] 30118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1960

SUBJECT: Pux 372 - Orr Corner Xing Signals
S. P. Co. - Polk County

To:
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. I. A. DeFrance (2)
Mr. J. D. Walker (2)
Mr. J. W. Nash (4)
Mr. F. B. Crandall
Mr. H. G. Simpson

Herewith I hand you copy of Order No. 37361 issued by the Public Utility Commissioner, under date of December 21, 1960, relative to the above-titled matter.

The order appears to be in accordance with the petition of the Highway Commission and the testimony presented at the hearing.

J. W. DeSouza
J. W. DeSOUZA

JWD:ks
enc.

RECEIVED
DEC 29 1960
G. S. PAXSON
OFFICE OF
STATE HIGHWAY ENGINEER

Order #37361

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 132

In the matter of the application of the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, for authority to improve and widen an existing crossing and for the installation of modern, automatic flashing light signals at the intersection at grade of Pacific Highway West and the tracks of the Southern Pacific Company, known as the Orr Corner Crossing Signals Project located in the Northeast quarter of the Southwest quarter (NE¼ SW¼) of Section 31, Township 7 South, Range 4 West, W.M., in Polk County, Oregon.	ORDER

The above entitled matter was duly heard on July 6, 1960, at Salem, Oregon, before Donald J. Howe and Charles Leierer, Examiners, for the Commissioner. The following appearances are of record herein:

For Petitioner:

J. W. DeSouza, Assistant Counsel
Salem, Oregon
In behalf of Oregon State
Highway Commission

For the Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon

Interested Parties:

Kenneth M. Judd, Attorney
Portland, Oregon
In behalf of Southern Pacific Company

On April 21, 1960, a petition was filed by the State of Oregon, by and through its State Highway Commission, alleging in substance that Petitioner proposes to improve and widen that portion of Pacific Highway West which crosses the Southern Pacific Company's rail line at the crossing known as Orr Corner Crossing; that in the interest of public safety it is necessary to widen the crossing and to install two Commissioner's Standard No. 2 automatic signals equipped with gongs: that the crossing herein referred to is denominated CM 729.7 in Commissioner's Catalog of Crossings; that the estimated average volume of traffic on the highway at the intersection is 2,250 vehicles and that traffic on the railroad will be two train movements per day, Monday through Friday. A vicinity map and profile drawing marked Exhibit A and made a part of the petition show the physical details of the crossing. The petition further sets forth the allocation of the work to be done on the crossing and the method of apportionment of the cost of the alteration and installation of signals between the Highway Commission and the Southern Pacific Co. Petitioner prays for an order authorizing an improvement including the installation of signals and providing for the further maintenance thereof and for such further orders as may be proper.

Copies of the petition were duly served on the Southern Pacific Company and the County Court of Polk County. Southern Pacific Company thereafter duly filed its answer in which it states that it does not oppose the entry of the order in accordance with the application filed.

The matter was thereafter set down for hearing at the time and place above stated by notice duly served upon the Southern Pacific Company and the County Court of Polk County. The hearing was held and evidence adduced on behalf of all parties. The hearing was completed and the matter submitted for determination. Based upon the evidence and record it is found that:

The crossing involved in this proceeding is located 1.2 miles south of Rickreall on the Pacific Highway West at a location known as Orr Corner in the Northeast quarter of the Southwest quarter of Section 31, Township 7 South, Range 4 West, W. M., in Polk County, Oregon. The highway at this point runs in a north-south direction and it is intersected by the Southern Pacific Company single line rail track running in a generally east-west direction at an angle of 82 degrees, 9 minutes.

The State of Oregon, through its State Highway Commission, has as a project the widening and resurfacing of the Pacific Highway West from Rickreall to Orr Corner. The highway is to be widened from 20 to 24 feet of surfaced road with an 8 foot shoulder. There will be no change in grade.

The daily average of traffic on the highway at the point of intersection is approximately 2,250 vehicles, based upon 1959 traffic records. This traffic will be subject to normal annual increases. Four freight trains traverse the crossing daily, Monday through Friday, and two trains cross the highway on Saturday. Speed of the trains at the crossing is 30 miles per hour. Within the past ten years there have been three accidents at the crossing. In two of the accidents the automotive vehicles were driven against the side of the train and in one accident the vehicle was on the crossing and struck by the train.

The crossing is at present safeguarded by a wigwag signal located in the N.W. quadrant and advance warning signs along the highway. All of the parties agreed that the Commissioner's No. 2 automatic signals equipped with gongs would be appropriate and would promote public safety and should be installed at the crossing. The sight distances at the crossing are, when located 50 feet south looking west 305 feet, looking east 1500 feet, 500 feet south looking west 65 feet, looking east 1500 feet. The sight distance 50 feet north of the crossing looking west is 800 feet, looking east is 1500 feet, at a point 500 feet north of the crossing looking west 50 feet and looking east 1500 feet. The signals, if installed, would be visible for a minimum of 1500 feet and would tend to reduce the hazard caused by the restriction in the sight distance to the west.

As a result of the project the roadway will be widened 4 feet which will result in safer highway traffic conditions. The widening will also increase the sight distance in the N.E. quadrant by the removal of some trees. The restriction of the width of the highway at the crossing, if the proposed alteration is not authorized, would cause unnecessary hazard to the traffic on the highway.

Petitioner proposes, and the railroad agrees, that the railroad shall install and maintain two Commissioner's standard No. 2 automatic electric signals equipped with gongs; shall provide such watchmen and flagmen as may be necessary to safeguard railroad operations during the construction; shall install necessary preservative treated ties across the highway surface, shall provide and install adequate guardrails or headers for retention of the highway pavement and shall maintain the ties, rails and other railroad facilities. These proposals concerning the expenses of the alteration and subsequent maintenance of the crossing are just and reasonable under the circumstances.

The alteration of the crossing as proposed and protection thereof in accordance with the within findings will result in a substantial improvement in the crossing from a standpoint of the traveling public and promote public safety, convenience and general welfare.

From the foregoing it is concluded that the petition of the State of Oregon, by and through its State Highway Commission, for authority to widen the existing crossing and for installation of modern, automatic electric flashing light signals at the intersection at grade of Pacific Highway West and the tracks of the Southern Pacific Company, limited as above set forth, should be granted; it is therefore

ORDERED that the petition of the State of Oregon, by and through its State Highway Commissioner, for authority to improve and widen an existing crossing at the intersection at grade of Pacific Highway West and the tracks of the Southern Pacific Company, at Orr Corner Crossing, denominated CM 729.7 in Commissioner's Catalog of Crossings, is granted; and it is further

ORDERED that the State of Oregon, by and through its State Highway Commission, shall in accordance with the above mentioned drawing provide and install two Commissioner's Standard No. 2 flashing light signals, equipped with gongs, at appropriate locations; and it is further

ORDERED that the alteration and installation shall be done in a good and workman-like manner and in conformity with Applicant's drawing submitted as part of the application; and it is further

ORDERED that the Southern Pacific Company shall provide such watchmen and flagmen as may be necessary to safeguard the railroad operations during the improvement of the crossing; and it is further

ORDERED that the Southern Pacific Company shall, at its own cost and expense, install the necessary preservative treated ties across the highway surface, and provide and install adequate guard rails or headers for retention of the highway pavement; and it is further

ORDERED that, after the improvement of the crossing, the Southern Pacific Company shall maintain its ties, rails, signals and other railroad facilities at the crossing at its own cost and expense.

Made and entered this 21st day of December, 1960.

Jonel C Hill
Public Utility Commissioner

(SEAL)

RECEIVED
DEC 29 1960
FOR FILING

3-143 (3)

5501

December 29, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Rickreall-Orr Corner
Section of US99W in
Polk County

Dear Sir:

Reference is made to your letter of December 21 in which you question the advisability of mounting the railroad signals at the grade crossing on the above-titled section on bracket arms extending out over the highway and infer that this is not a standard installation. It is a standard with the P.U.C. of Oregon and is their signal No. 2-B. It is an installation that has been used on the Union Pacific system in several instances where we have two or more lanes in each direction.

While it is true that the signal on the opposite side of the road would be in view of approaching traffic as a train approached the crossing, this view would be entirely blocked by the train itself if it were standing on the crossing or progressing across it. I do not think that the objection raised as to the sight of the elevated signal when a vehicle is close to the crossing is serious, as it would be in view from a very short distance back of the crossing, and under normal traffic operations, a driver would be across the track and gone if it started to operate when he was so close to the crossing that it would be above his line of sight. We have given this matter rather careful study, and it is our firm conviction that the installation of these bracketed signals for multilane crossings is very advisable in the interest of safety to traffic. We would appreciate your reconsideration in view of the facts brought out above.

I wrote you some time ago advising that grading operations were suspended until next spring due to weather conditions, and that it would not be advisable to erect the signals until the grading had been completed in the crossing, as they would interfere with the grading operations, and there would be a chance of damage to the installation by the grading work. I will get in touch with you just as soon as the work has progressed far enough that it is practicable to go ahead with the installation. In the meantime, there is no reason why the material cannot be ordered, as we have found that delivery is rather uncertain.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. H. M. Williamson
Mr. W. C. Williams
Mr. J. D. Walker

4-59

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

GMO 79271

December 21, 1960

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to your letter of December 15 relative revisions to highway construction at railroad grade crossing CM 729.7, near our station Gerlinger, in connection with widening of Highway 99-W, Rickreall-Orr Corner Section:

Recommend standard installation of flashing light signals be installed at this crossing rather than non-standard installation as suggested in your letter. Even though signal would be located 4 ft. outside of shoulder of the truck stopping lane, the signal located on opposite side of track would be in view of approaching driver and should give adequate warning of a train. The suggestion for a 10 ft. bracket arm placing signal heads 17 ft. above pavement surface is not too satisfactory due to the fact that signals are observed as driver is approaching the crossing but when near the crossing these signals are not visible to driver.

Would appreciate State Highway Department staking location of shoulders and location of proposed signals in the field, at which time our Signal Supervisor should be present. Please advise date when this can be accomplished.

Yours truly,

A W Kilborn

RECEIVED
DEC 23 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 23 1960
OREGON
STATE HIGHWAY COMMISSION

G. S. PAXSON

P

RECEIVED
DEC 16 1960

FOR FILE
7 162 (3)

5801

December 15, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Rickreall-Orr Corner
Pacific Highway West
Polk County

Dear Sir:

The Southern Pacific Company has furnished me with the following estimate of cost for the installation of the railroad protective signals at the grade crossing of their railroad near Gerlinger Station on the above section:

	Labor	Material	
Total Estimated Cost To Install Flashing Light Signals at Crossing CM 729.7, Gerlinger	$2,095	$3,111	
Total Cost	$2,095	$3,111	
90 Per Cent	$1,885	$2,800	
Cost to State			$4,685
Less Salvage to State			145
Net Cost to State			$4,540

Will you please advise whether this is sufficient to secure approval of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams, Mr. R. L. Porter, Mr. J. D. Walker

4-59 8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

GMO 79271

December 12, 1960

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to telephone conversation with member of our Engineering department relative improvement of Pacific Highway 99-W, Rickreall-Orr Corner Section, Crossing CM-729.7, near our station of Gerlinger:

Estimated cost of this project is as follows:

	LABOR	MATERIAL	
Total estimated cost to install flashing light signals at Crossing CM 729.7, Gerlinger	$ 2095	$ 3111	
Total Cost	2095	3111	
90% of above	1885	2800	
Cost to State			4685
Less Salvage to State			145
Net Cost to State			$ 4540

We were informally advised that State is contemplating the widening of this road to allow for a special lane to allow school buses and oil trucks to stop at this crossing without blocking the main highway. As this type of widening may alter the crossing protection, would appreciate prints of proposal now being considered by the State. Also, will need verification if this project has been approved by Bureau of Public Roads.

Yours truly,

AWKilborn

RECEIVED
DEC 14 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 16 1960

FOR FILING
7 102 (3)

5801

P

December 15, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Southern Pacific
Railroad Crossing
Rickreall-Orr Corner Section
Pacific Highway West

Dear Sir:

I have previously corresponded with you and have discussed with Mr. Kendrew the roadbed section to be used at the grade crossing near Gerlinger on the Rickreall-Orr Corner Section. I am attaching hereto two prints from Sheets 2 and 4, revised December 12, 1960, of the plans for this section which show the revised roadbed section at the crossing and the plan and profile.

In this revision, we are adding a 10-foot truck stopping lane outside of the main travel lanes originally shown so that vehicles required to stop at a grade crossing by the Oregon law have an opportunity to pull out of the main travel lane. This will necessitate a change in the signal design. We believe that the signal standard should now be placed 4 feet outside of the shoulder of the truck stopping lane, and that a 10-foot bracket arm should be used, placing the signal heads 17 feet clear above the pavement surface and at a point 4 feet outside of the edge of the main travel lane. The 17 feet of vertical clearance is required because we occasionally issue overheight permits on this highway.

We have discussed this with the Public Utility Commissioner, and he advises that no revision of the P.U.C. order will be necessary. I am submitting these drawings at this time so that the planning of your signal may accommodate the additional traffic lanes.

Very truly yours,

W. C. Williams
State Highway Engineer

By

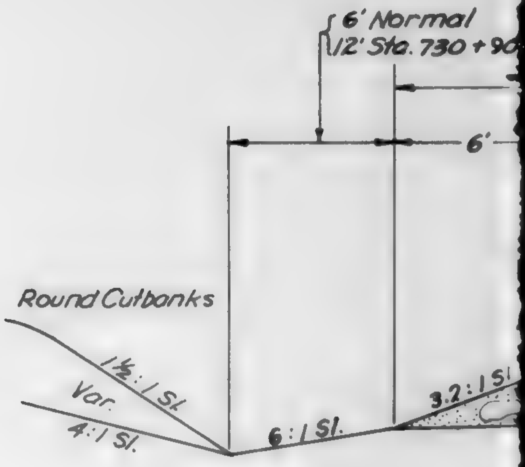
G. S. Paxson
Assistant State Highway Engineer

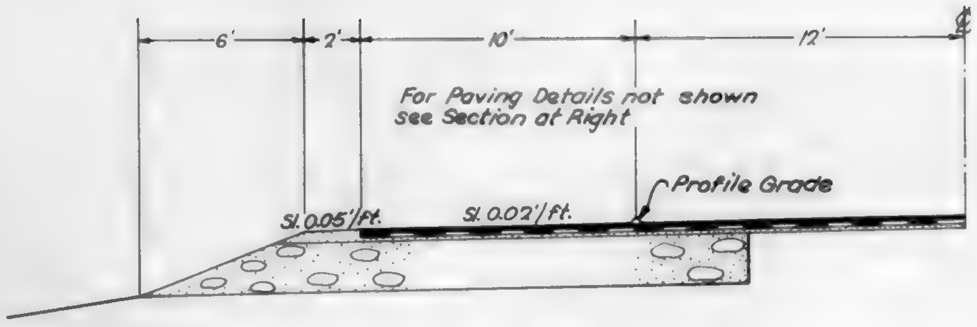
cc to: Mr. W. C. Williams
Mr. J. W. DeSouza
Mr. J. D. Walker

Attach.

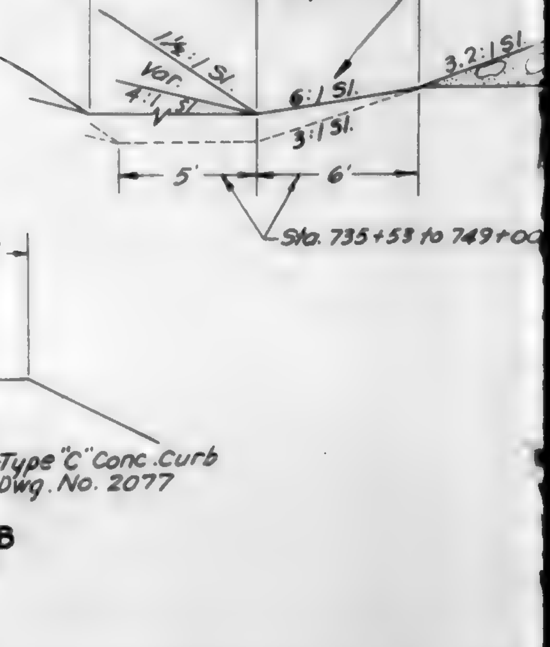
GSP:ae

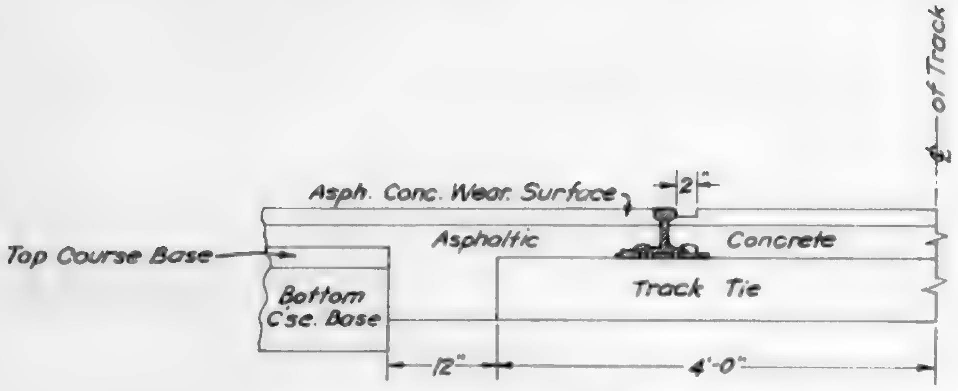
T.


6' Normal
12' Sta. 730 + 90
6'
Round Cutbanks
1½ : 1 Sl.
Var.
4 : 1 Sl.
6 : 1 Sl.
3.2 : 1 Sl.

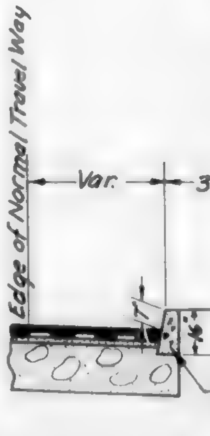

6'
2'
10'
12'
℄
For Paving Details not shown
see Section at Right
Profile Grade
Sl. 0.05'/ft.
Sl. 0.02'/ft.

HALF SECTION
TRUCK LANE AT R.R. CROSSING


12' Sta. 735 + 5
6' Normal
10'
Sta. 735+53 to
Sta. 750+50-Lt.
6'
Vary Slope on 00 Grade
As Required
1½ : 1 Sl.
Var.
4 : 1 Sl.
6 : 1 Sl.
3 : 1 Sl.
3.2 : 1 Sl.
5'
6'
Sta. 735+53 to 749+00


℄ of Track
Asph. Conc. Wear. Surface
2"
Top Course Base
Asphaltic
Concrete
Bottom
C'se. Base
Track Tie
12"
4'-0"

Half Section
SURFACING DETAILS
AT RAILROAD CROSSING

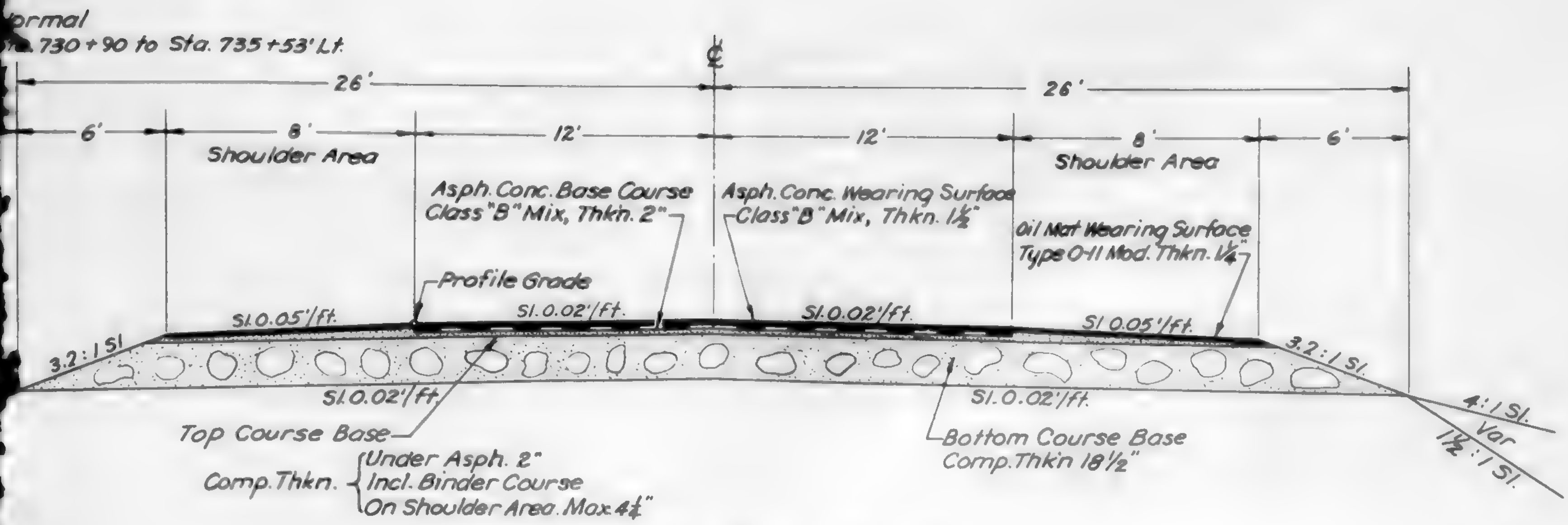

Edge of Normal Travel Way
Var.
3'
7"
16"
Type "C" Conc. Curb
Dwg. No. 2077

SECTION B-B
See Sheet No. 3

RICKREALL-ORR CORNER SEC. PACIFIC HIGHWAY WEST POLK COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-162(3)		See Index

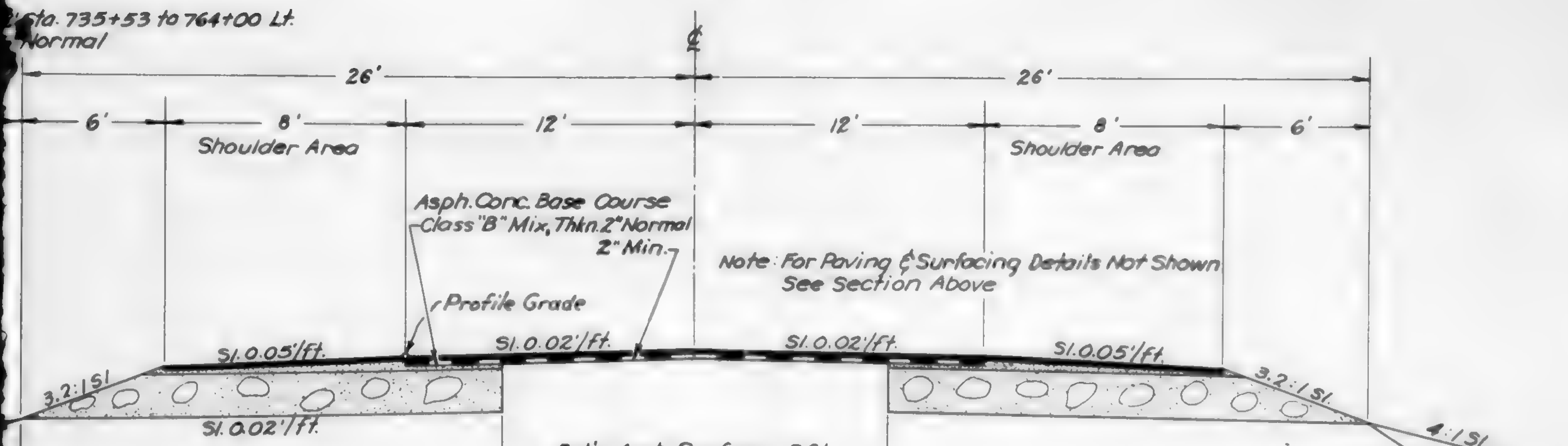
Revised 12-12-60 Truck Lane at R.R. Crossing

TYPICAL SECTIONS



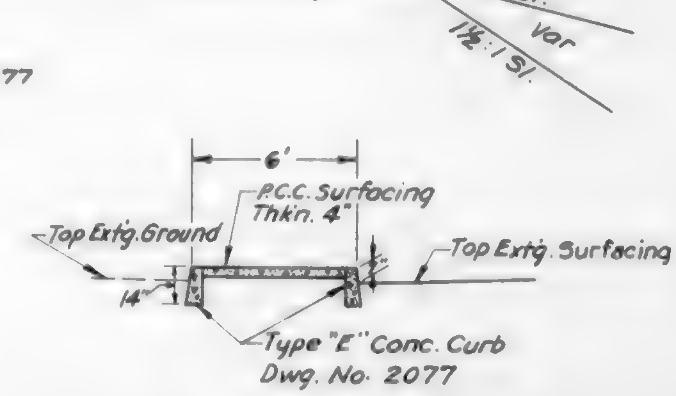
ormal
a. 730+90 to Sta. 735+53' Lt.
26'
26'
6'
8'
Shoulder Area
12'
12'
8'
Shoulder Area
6'
Asph. Conc. Base Course Class "B" Mix, Thkn. 2"
Asph. Conc. Wearing Surface Class "B" Mix, Thkn. 1½"
Oil Mat Wearing Surface Type O-11 Mod. Thkn. 1¼"
Profile Grade
Sl. 0.05'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.05'/ft.
3.2:1 Sl
3.2:1 Sl.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
4:1 Sl.
Var
1½:1 Sl.
Top Course Base
Comp. Thkn.
Under Asph. 2"
Incl. Binder Course
On Shoulder Area. Max. 4¼"
Bottom Course Base
Comp. Thk'n 18½"

STA. 725+00 to 735+53



Sta. 735+53 to 764+00 Lt.
Normal
26'
26'
6'
8'
Shoulder Area
12'
12'
8'
Shoulder Area
6'
Asph. Conc. Base Course Class "B" Mix, Thkn. 2" Normal 2" Min.
Note: For Paving & Surfacing Details Not Shown See Section Above
Profile Grade
Sl. 0.05'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.05'/ft.
3.2:1 Sl
3.2:1 Sl.
Sl. 0.02'/ft.
Ext'g. Asph. Surface - 20'
5" Asph. 4" Rock Base
4:1 Sl.
Var
1½:1 Sl.
Note: For Method of Feathering, See Drg. No. 2077
8 to 749+00 Rt.

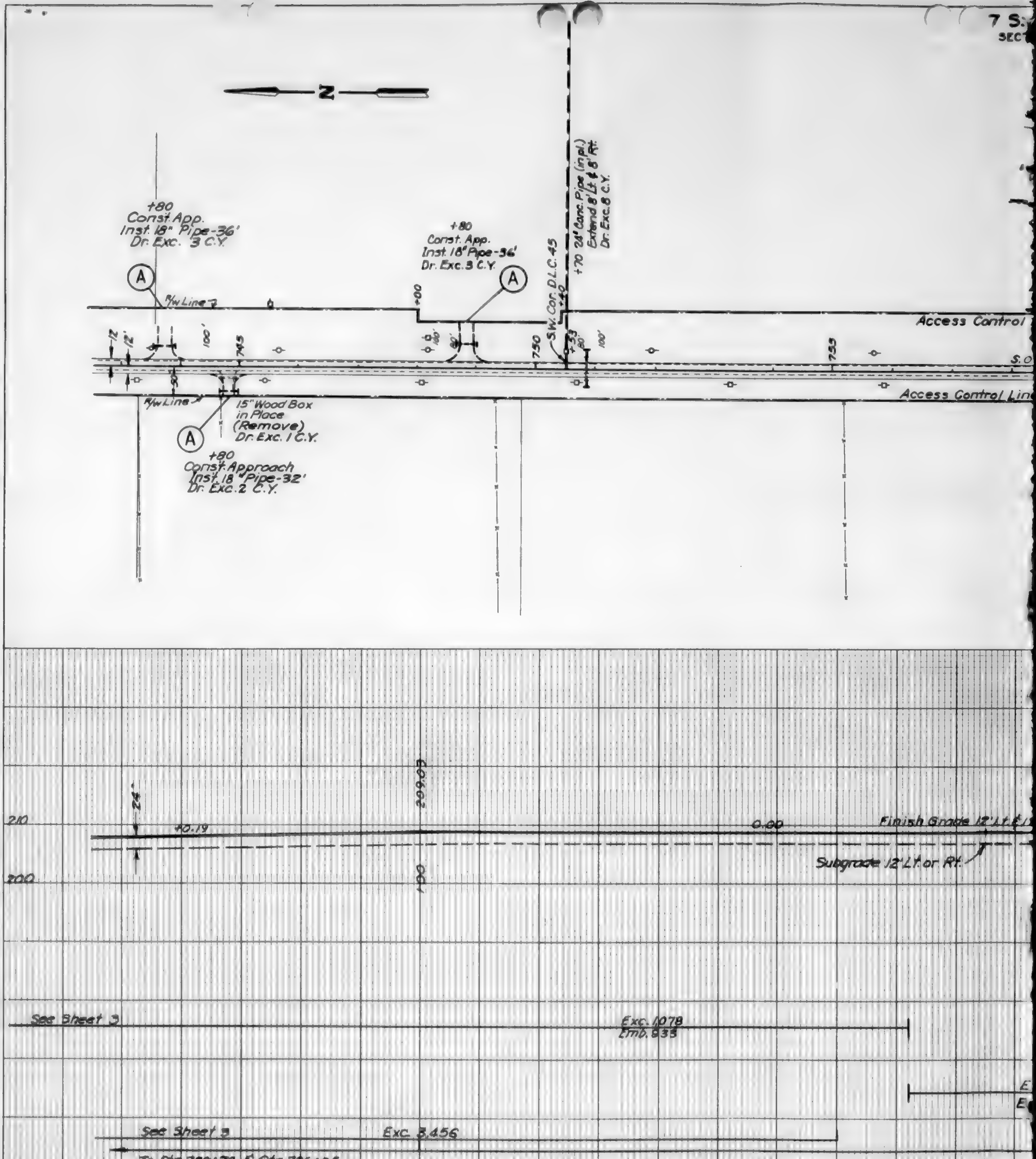
STA. 735+53 to 789+00



6'
P.C.C. Surfacing Thkn. 4"
Top Extg. Ground
Top Extg. Surfacing
14"
Type "E" Conc. Curb Dwg. No. 2077

SECTION A-A
See Sheet No. 3

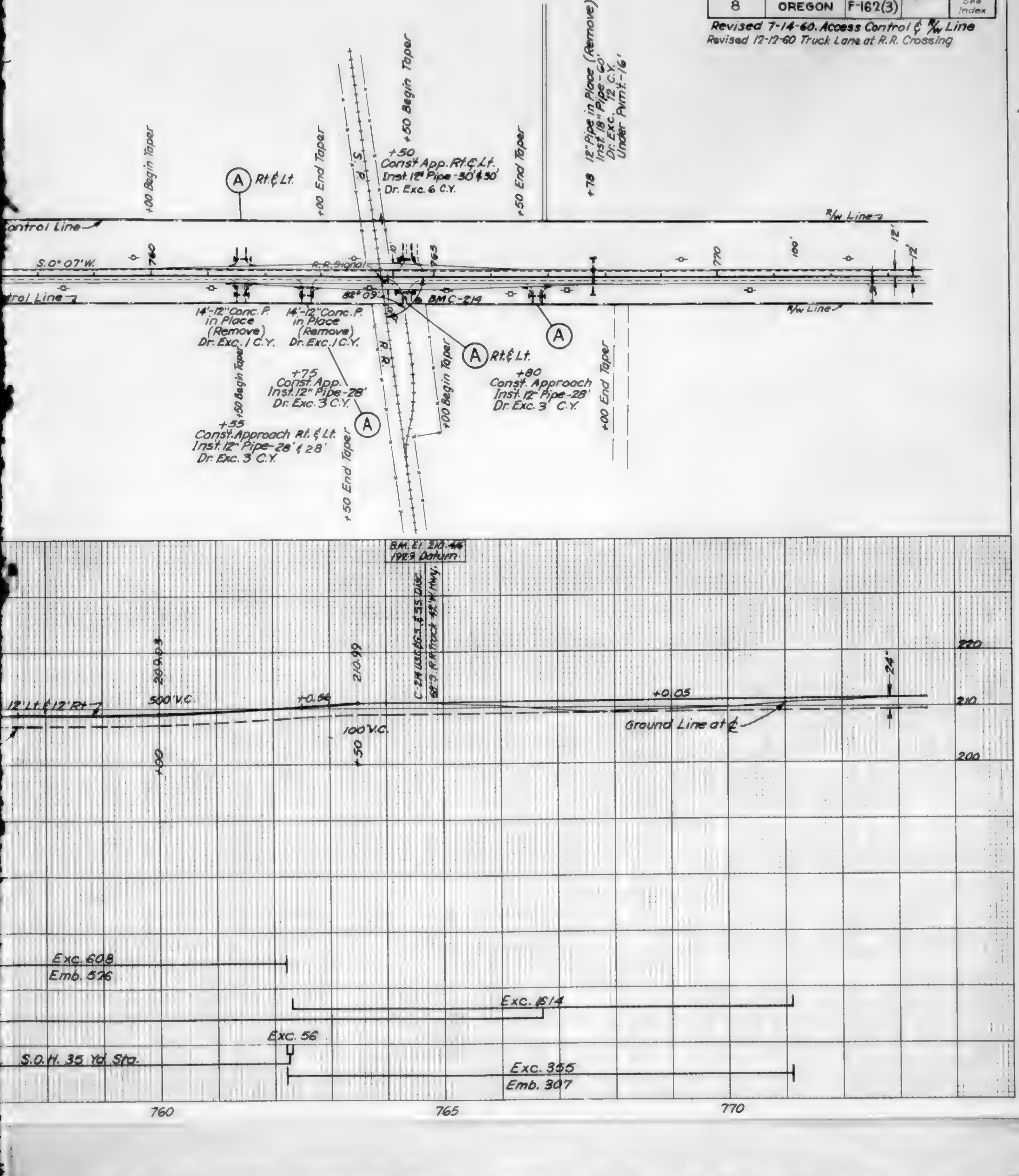
O.S. Saara


7 S
SECT
Z
+80
Const. App.
Inst. 18" Pipe-36'
Dr. Exc. 3 C.Y.
A
R/W Line
+80
Const. App.
Inst. 18" Pipe-36'
Dr. Exc. 3 C.Y.
A
+00
SW. Cor. D.L.C. 45
+40
+70 24" Conc. Pipe (in pl.)
Extend 8' Lt. & 8' Rt.
Dr. Exc. 8 C.Y.
Access Control
12'
12'
100'
745
750
+33
80'
100'
755
S.O
R/W Line
15" Wood Box
in Place
(Remove)
Dr. Exc. 1 C.Y.
A
+80
Const. Approach
Inst. 18" Pipe-32'
Dr. Exc. 2 C.Y.
Access Control Line
24"
209.03
210
+0.19
0.00
Finish Grade 12' Lt. & R
Subgrade 12' Lt. or Rt.
200
190
See Sheet 3
Exc. 1078
Emb. 833
E
E
See Sheet 3
Exc. 3,456
To Sta. 728+70 ℄ Sta. 726+05
S.O.H.
Emb. 48
745
750
755

7 S., R.4 W., W.M.
SECTION-31

RICKREALL-OR C NER SEC. PACIFIC HIGHWAY WEST POLK COUNTY				SHEET No.
				4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-162(3)		See Index

Revised 7-14-60. Access Control & R/W Line
Revised 12-12-60 Truck Lane at R.R. Crossing



+00 Begin Taper
Ⓐ Rt. & Lt.
+00 End Taper
+50 Begin Taper
+50 Const. App. Rt. & Lt. Inst. 12" Pipe-30' & 30' Dr. Exc. 6 C.Y.
S. P.
+50 End Taper
+78 12" Pipe in Place (Remove) Inst. 18" Pipe-60' Dr. Exc. 12 C.Y. Under Pvm't.-16'
Control Line
R/W Line
S. 0° 07' W.
760
R.R. Signal
765
770
100'
12'
12'
82° 09'
BM C-214
14'-12" Conc. P. in Place (Remove) Dr. Exc. 1 C.Y.
14'-12" Conc. P. in Place (Remove) Dr. Exc. 1 C.Y.
R. R.
Ⓐ Rt. & Lt.
Ⓐ
+50 Begin Taper
+75 Const. App. Inst. 12" Pipe-28' Dr. Exc. 3 C.Y.
Ⓐ
+00 Begin Taper
+80 Const. Approach Inst. 12" Pipe-28' Dr. Exc. 3 C.Y.
+00 End Taper
+55 Const. Approach Rt. & Lt. Inst. 12" Pipe-28' & 28' Dr. Exc. 3 C.Y.
+50 End Taper
B.M. El. 210.46 1929 Datum
C. 214 U.S.C.&G.S. Disc 68' S. R.R. Track 42' W. Hwy.
209.03
210.99
220
12' Lt. & 12' Rt.
500' V.C.
+0.56
+0.05
24'
210
Ground Line at ℄
100' V.C.
+00
+50
200
Exc. 608
Emb. 576
Exc. 1614
Exc. 56
S.O.H. 35 Yd. Sta.
Exc. 355
Emb. 307
760
765
770

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1960

SUBJECT: S.P. Railroad Crossing
Rickreall-Orr Corner Section
Pacific Highway West
Polk County

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Attached is a print of Sheet 4 of the plans for the above-named project showing a proposed revision in the width of pavement across the tracks of the S.P. Railroad. Please contact the railroad company to obtain their approval of this change.

Mr. DeSouza of our Legal Staff has been contacted and informs us that it is not necessary to revise the P.U.C. agreement, it is only necessary to get the concurrence of the S.P. Railroad

Tom Edwards
Construction Engineer

By
T. B. Klaboe
Field Construction Engineer

CHB:fp

Enc.

NOTED

RECEIVED
DEC 13 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1960
FOR FILING

1-162 (3)

5801

December 14, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Rickreall-Orr Corner
Pacific Highway West

Dear Sir:

At the grade crossing of your tracks near Gerlinger Station, we will be widening out the pavement on each side of the crossing to provide an area where school buses, oil trucks, and other vehicles which by law are required to stop at railroad crossings, may turn out of the main stream of traffic. There is a probability that trucks pulling into this area to stop will obstruct the visibility of the signals from traffic proceeding on the main travel lane. It is our belief that in the installation of these signals a bracket arm extending over the widened area and clearly visible to vehicles in the main travel lane should be provided.

It would be appreciated if you would consider this matter and advise as to your thinking.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards

Mr. Edwards:

Please give me a sketch of the construction plans which you will use at the crossing so that I may furnish it to the Railroad for their use in ordering material for the signal installation.

G.S.P.

RECEIVED
DEC 13 1960
FOR FILING

7 162(3)

580/

December 13, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Rickreall-Orr Corner
Pacific Highway West

Dear Sir:

Our grading contractor probably will not be working at the crossing of your railroad near Gerlinger until the construction season opens next spring. This would probably be in May or the early part of June.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:aa

cc to: Mr. Tom Edwards
Mr. J. D. Walker

4-59 S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO
GMO 79271

November 30, 1960

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to alteration of grade crossing and installation of flashing light signals at Crossing CM-729.7, Rickreall-Orr Corner Section, Pacific Highway West, near our station of Gerlinger:

In order that we may secure material and be in a position to coordinate our work with State's, please advise when this widening is scheduled.

Yours truly,

A W Kilborn

RECEIVED
DEC - 2 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 2 1960

RECEIVED
12 1960
FORM E-20 50M 2-50 26119

FOR FILING
7-162 (2)

5881

File 12/12/60

543

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1960

SUBJECT: File 20564
Pux 372 - Orr Corner Xing Signals
S. P. Co. - Polk County
Pacific Highway West

To: Mr. Floyd Query

Herewith I hand you fully executed copy of construction agreement with Southern Pacific Company relative to the installation of signals at Orr Corner on the Pacific Highway West in Polk County.

Distribution of conformed copies has been made as indicated below.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

NOTED
FLOYD QUERY

JWD:ks
enc.

cc: G. S. Paxson
Tom Edwards
J. D. Walker
J. W. Nash

FORM B-90X 50M 7-60 20396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 9, 1960

SUBJECT: File 20564
Pux 372 - Orr Corner Xing Signals
S. P. Co. - Polk County
Pacific Highway West

To: Mr. Earl Saling

Herewith I hand you fully executed copy of easement agreement with Southern Pacific Company relative to the above title project, which should be placed of record.

After processing by you, please forward the executed copy to Mr. Query for his files. Several conformed copies are attached to the file for such distribution as you see fit.

The construction agreement is covered by a separate instrument.

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: Floyd Query

RECEIVED
FORM E-123-X 75M
1960

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-162(3)
5801

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 10, 1960

Mr. A. W. Kilborn, Supt.
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: File No. 20564
Pux 372 - Orr Corner Xing
Signals
Southern Pacific Co.

Dear Mr. Kilborn:

Herewith I return to you duplicate copies of construction agreement relative to the above-titled matter. Both copies have been executed by the Commission.

On October 24, 1960, I returned duplicate copies of the easement agreement to you and requested that when the State's executed copy is returned we be furnished with 10 additional copies of Drawing D-701. It is assumed that these will be sent when the State's copy of that instrument is returned.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson
Floyd Query

NOTED
FLOYD QUERY

RECEIVED
NOV 10 1960
FOR FILING
7-162 (2)
#1401

Salem, Oregon
November 9, 1960

Pux 372 - Orr Corner Xing Signals
S.P Co. - Polk County

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached are two copies of an agreement with the Southern Pacific Company relative to the Orr Corner Xing Signals near Rickreall, Polk County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1960

SUBJECT: Pux 372 - Orr Corner Xing Signals
S. P. Co. - Polk County

To: Mr. Floyd Query

Herewith I hand you for execution by the State Highway Commission duplicate copies of proposed construction agreement with Southern Pacific Company relative to the above titled matter. After execution by the Commission both copies should be returned direct to me for further handling. It is not necessary that the instrument be acknowledged.

It will be greatly appreciated if the instrument can be presented to the Highway Commission for execution at the current meeting.

J. W. DeSouza
J. W. DeSOUZA

JWD:ks
enc.

cc: G. S. Paxson

ACT [illegible]

DATE Project authorization for contract 5801 contains $3500 for moving these signals. Contract awarded recently on 99W M 8 near Rickreall

Floyd Query
Secretary

FORM E-122

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
NOV - 7 1960
FOR FILING

7-162 (3)

5801

November 7, 1960

Salem Road & Driveway Co.,
P. O. Box 603
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5801, awarded September 29, 1960, for grading-paving-structure on the Rickreall-Orr Corner Section of Pacific Highway West in Polk County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

RECEIVED
[illegible] 1960

FOR FILE
7-162(2)

FORM E-30X 50M 2-60

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1960

5411

To: Mr. Floyd Query

SUBJECT: Pux 372 - Orr Corner Xing Signals
S. P. Co. - Polk County

Herewith I hand you for execution by the State Highway Commission duplicate copies of proposed construction agreement with Southern Pacific Company relative to the above titled matter. After execution by the Commission both copies should be returned direct to me for further handling. It is not necessary that the instrument be acknowledged.

It will be greatly appreciated if the instrument can be presented to the Highway Commission for execution at the current meeting.

J. W. DeSOUZA

JWD:ks
enc.

cc: G. S. Paxson

RECEIVED
NOV 8 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT [illegible] 1960
FOR FILING

1162(2)
5901

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 24, 1960

Mr. A. W. Kilborn, Supt.
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: File No. 20564
Pux 372 - Orr Corner Xing Signals
Rickreall-Orr Corner Section
Pacific Highway West

Dear Mr. Kilborn:

Herewith I return to you duplicate copies of agreement relative to the above-titled matter. Both copies have been executed and acknowledged by the State Highway Commission.

When the State's executed copy is returned to me I would appreciate receiving ten additional copies of Drawing D-701, attached to and made a part of the instrument.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

G. S. PAXSON

JWD:ks
enc.

cc: G. S. Paxson

[illegible]

RECEIVED
SEP 8 1961
FOR FILING

Salem, Oregon
October 21, 1960

File No. 20564
Pux 372 - Orr Corner Xing Signals
Rickreall-Orr Corner Section
Pacific Highway West

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached are two copies of an agreement with the Southern Pacific Company covering easement for additional right of way at the crossing of tracks of Southern Pacific Company on the Rickreall-Orr Corner Section of the Pacific Highway West in Polk County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1960

SUBJECT: File No. 20564
Pux 372 - Orr Corner Xing
Signals
Rickreall-Orr Corner Section
Pacific Highway West

To: Mr. Floyd Query

Herewith I hand you duplicate counterpart copies of agreement with Southern Pacific Company covering easement for additional right of way at the crossing of tracks of Southern Pacific Company on the Rickreall-Orr Corner Section of the Pacific Highway West in Polk County.

After execution and acknowledgement by the State Highway Commission, please return both copies direct to me for further handling.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ks
attach.

cc: G. S. Paxson

AUTHORIZED BY HIGHWAY COMMISSION
DATE Not previously approved by the Commission.
Floyd Query
Secretary

agreement allows State to use railroad property

RECEIVED
OCT 17 1960

FOR FILING
F-162 (3)

5801

October 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 10, 1960, on Contract No. 5801, Rickreall-Orr Corner Section, in Polk County, in connection with Federal Aid Project No. F-162(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

RECEIVED
OCT 17 1960
FOR FILING

7-167(3)

5801

October 14, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing under separate cover, a copy of our contract No. 5801 with Salem Road and Driveway Company, covering grading, paving and structure work on the Rickreall-Orr Corner Section of the Pacific Highway West in Polk County.

This contract applies to the work described in our letter of transmittal, dated September 12, 1960, at which time we mailed you special provisions and plans for the above-named project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. L. Porter
Office Engineer

JR:bb

cc: Mr. G. S. Paxson
Mr. J. W. DeSouza

Mr. H. M. Williamson, Chief Engr.
Southern Pacific Company
65 Market St.
San Francisco 5, California

RECEIVED
OCT 1960
FOR FILING

F-162(3)

5801

Salem, Oregon
October 14, 1960

Mr. J. W. DeSouza

Indenture
SP Company
Rickreall-Orr Corner Section
Highway 99W - Polk County

Herewith the original and duplicate of an indenture from the Southern Pacific Company covering the crossing of their tracks by the Rickreall-Orr Corner Section of US99W in Polk County.

This seems to be in order and if it has your approval give it to Mr. Query for presentation to the Highway Commission.

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
attach.

cc: Mr. Floyd Query

4-59 8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO

GMO 79271

October 11, 1960

Mr. G. S. Paxson, Asst. State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Referring to your letter of September 16 relative easement covering grade crossing near Gerlinger, Crossing CM-729.7, Rickreall-Orr Corner Section of Highway 99W:

Attach duplicate counterparts of proposed easement between Southern Pacific Company and State of Oregon for the widening of Highway 99W.

The objections and/or corrections as requested in your letter have been made with special reference to maintaining the portion of highway between the rails and for a distance of 2 ft. outside thereof; and, to Paragraph 5 the following has been added: subject, however, to Oregon legislative enactments.

If agreement is now satisfactory, please have executed on behalf of State. Signatures of those executing agreement on behalf of State should be acknowledged. Please return both copies for our further handling.

Yours truly,

A W Kilborn HK

Attch.

RECEIVED
OCT 12 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 12 1960
FOR FILING

F-162(3)

5801

October 12, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering directional signing on the Rickreall-Orr Corner Section of the Pacific West Highway in Polk County, Contract No. 5801, in connection with Federal Aid Project No. F-162(3).

This work is necessary for the direction and guidance of traffic. It does not include warning signs, barricades and lights required of the contractor for the protection and safety of traffic and workmen. Signs are to conform to the Oregon Manual on Uniform Traffic Control Devices.

This was an anticipated item of this project and funds included in the project authorization. It has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
OCT 12 1960
FOR FILING

F-162(3)

5801

October 12, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Rickreall-Orr Corner Section of the Pacific West Highway in Polk County, Contract No. 5801, in connection with Federal Aid Project No. F-162(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
OCT [illegible] 1960
FOR FILING

F-162(3)

5801

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

September 29, 1960

08-35.1

C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project F-162(3), Rickreall-Orr Corner Section of Pacific Highway West

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5801 for Oregon Project F-162(3), Rickreall-Orr Corner Section of Pacific Highway West, to Salem Road and Driveway Company of Salem, Oregon, low bidder in the amount of $201,504.60 at the September 27, 1960 bid opening.

RECEIVED
SEP 30 1960
FOR FILING
7-165-51
5801

September 29, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Rickreall-Orr Corner
Section of US99W

Dear Sir:

The Southern Pacific Company has submitted to us a grant of easement for the grade crossing of their tracks in this project. This grant of easement was entirely satisfactory except for a provision which is used in their dealings with private parties which would not allow telegraph, telephone or power lines to cross the easement.

After discussion with them, the easements were returned for this correction, which they have assured me will be made. We anticipate no difficulty whatever in having access to the crossing for our highway construction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ss

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter T. Wright

RECEIVED
SEP 19 1960
FOR FILING

7-163(1)

#5981

September 16, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Under date of September 14, you submitted copies of a grant of easement and copies of a construction agreement covering the grade crossing of your tracks near Gerlinger, Oregon (Crossing CM 729.7), by the Rickreall-Orr Corner Section of Highway 99W. The grant of easement is made on one of your standard forms. In Section 5, on Page 2, of this grant is a provision reading as follows:

"This grant shall not be construed as conveying or otherwise vesting in Grantee the right to install or the power to authorize the installation of any ditches, pipes, drains, sewer or underground structures, or the facilities of any telegraph, telephone or electric power lines in, upon, over, under, across or along said property, except as may be necessary for the maintenance of said highway."

Under Oregon law, we are required to provide a place on our rights of way for telegraph, telephone and electric power lines, and the standard wording of this paragraph would seem to preclude this requirement. It is suggested that the last clause of this paragraph reading "except as may be necessary for the maintenance of said highway" be stricken, and that in lieu thereof the following be inserted: "subject, however, to Oregon legislative enactments."

In the last two lines of Section 7 of this standard form is the following clause: "Railroad shall maintain the portions of said highway between lines two (2) feet outside the rails of each track located thereon." For many years, it has been the policy of the State to maintain the highway surface across grade crossings for the reason that our State crews are equipped for this kind of work and are normally making other surface repairs in the vicinity. It is suggested that the above-quoted clause be eliminated, and that in lieu thereof the following be inserted: "Railroad shall maintain its ties, rails and other facilities, and Grantee shall maintain the highway surface.

We are entirely in accord with the idea of using a standard form, as it will facilitate and expedite the preparation of agreements. The two points brought out above, however, are pertinent to Oregon agreements, and it is suggested that the standard form be modified in these respects on all Oregon agreements. I am returning the easement indentures with the request that you consider the changes mentioned above.

The construction agreement covering the installation, operation and maintenance of the signals is in proper form and is being forwarded to the Highway Commission for approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ac

cc to: Mr. H. M. Williamson
Mr. W. C. Williams
Mr. J. W. DeSousa

4-59

8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

September 14, 1960

IN REPLY PLEASE REFER TO
GMO 79271

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Highway Engineer

Dear Sir:

Referring to previous correspondence relative widening and improving Highway 99-W Rickreall to Orr Corner, and installation of flashing light signals at crossing CM 729.7 near Gerlinger.

Attached for your handling are the following:

1. Duplicate counterparts of proposed highway easement between Southern Pacific Co. and State of Oregon relative to widening of Highway 99W near Gerlinger, Ore. at Crossing CM 729.7;

2. Duplicate counterparts of proposed agreement between Southern Pacific Company and State of Oregon relating to installation of two flashing light signals at the above location.

Please review these documents and if satisfactory have them executed on behalf of the State, after which all counterparts should be returned to us for further attention.

Signatures of parties executing easement on behalf of the State should be acknowledged.

Fully executed copy of each counterpart will be returned for your records.

Yours truly,

AWKilborn

RECEIVED
SEP 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

G. S. PAXSON

RECEIVED
SEP 12 1960
FOR FILING

F-102(3)

#5411

F-102(3)

September 12, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing under separate cover a copy of the special provisions and plans covering grading, paving and structural work on the Rickreall-Orr Corner Section of the Pacific Highway West in Polk County, bids for which are to be received in Salem on September 27, 1960. Bids were previously received in Salem on July 28, 1960, but rejected as excessive bids.

In general, the work is to be performed without interference with railroad facilities except for grading, surfacing and reconstructing of approaches in the vicinity of the present crossing at Highway Station 764 as indicated on sheet 4 of the plans.

Provisions call for the contractor to protect your Company's tracks, facilities, communication lines and other property which might be damaged by the contractor's operations as set forth in the insert titled "Relations With Railroad Company"; also the contractor is to furnish protective and liability insurance as set forth on pages 50, 51 and 52 of the special provisions and in the insert titled "Railroad Protective Insurance".

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JR:bb

cc: G. S. Paxson
J. W. DeGouma

Mr. H. H. Williamson, Chief Engr.
Southern Pacific Co.
65 Market Street
San Francisco 5, California

RECEIVED
JUL [illegible] 1960
FOR FILING

7-162 (2)

3401

July 15, 1960

Mr. A. W. Milborn, Superintendent
Southern Pacific Co.
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans covering grading, paving, and structural work on the Rickreall-Orr Corner Section of the Pacific Highway West in Polk County, bids for which are to be received in Salem on July 28, 1960.

In general, the work is to be performed without interference with railroad facilities except for grading, surfacing, and reconstructing of approaches in the vicinity of the present crossing at Highway Station 764 as indicated on Sheet 4 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and other property which might be damaged by the contractor's operations as set forth in the insert titled "Relations With Railroad Company"; also the contractor is to furnish protective and liability insurance as set forth on pages 50, 51 and 52 of the special provisions and in the insert titled "Railroad Protective Insurance".

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JR:sw

cc: G. S. Paxson
J. W. DeSouza

Mr. W. N. Jackle, Chief Engr.
Southern Pacific Co.
65 Market Street
San Francisco 5, California

RECEIVED

FOR FILING

When replying, refer to
08-35.4-DA

F 162(3)

#5901

F 162(3)

408 State Highway Building
Salem, Oregon

July 6, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-162(3), Rickreall-Orr Corner Section of Pacific Highway West providing for 1.197 miles of grading and paving and a 182' RCDG structure.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

FORM E-123-X · 75M · 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
FOR FILE
F-162(3)
5801

July 5, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of Way Status
Rickreall-Orr Corner
Section
Pacific Highway West

Dear Sir:

For this project, 14 files are needed, of which 8 remain outstanding.

No. 20552	Fuller	$ 1,650
No. 20553	Hart	12,290
No. 20556	Polk County	2,165
No. 20561	Esan	2,210
No. 20563	Hamilton	210
No. 20564	Southern Pacific Company	250
No. 20565	Teter	51
No. 20566	Springer	1,600
		$20,426

File No. 20561, Esan, is presently in process for condemnation, but it appears that a design change which will avert this necessity may be feasible.

Major outstanding difficulties appear to have been resolved on this line, and we believe that the additional three weeks of negotiating time will give us possession of all rights of way by the date of bid opening.

Very truly yours,

WALTER F. WRIGHT
Right of Way Engineer

cc Mr. Forrest Cooper ✓
Mr. L. I. Limbas
Mr. W. L. Porter

P

RECEIVED

7-162

2401

FORM 2-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 21, 1960

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 372 - Orr Corner Xing Signals
S. P. Co. - Polk County

Dear Sir:

Herewith I hand you three copies of application of the State Highway Commission relative to the above titled matter. Two of the copies are for service upon Southern Pacific Company.

I do not think there is any necessity for making Polk County a party.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: Forrest Cooper
G. S. Paxson
Tom Edwards
F. B. Crandall
J. D. Walker

RECEIVED
ENGINEER

Pux 372

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to improve and widen an existing crossing and for the installation of modern automatic electric flashing light signals at the intersection at grade of Pacific Highway West and the tracks of Southern Pacific Company, known as the ORR CORNER CROSSING SIGNALS project, located in the Northeast quarter of the Southwest quarter (NE¼ SW¼) of Section 31, Township 7 South, Range 4 West, W.M., in Polk County, Oregon.	PETITION No.______

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205.

III

That Petitioner proposes the improvement and widening of a portion of Pacific Highway West, extending southerly from Rickreall a distance of 1.2 miles to Orr Corner, and that in connection therewith it will be necessary and desirable in the interest of public safety on the highway and on the railroad to widen the existing crossing and to install two Commissioner's Standard No. 2 automatic electric signals, equipped with gongs, at appropriate locations. The location of the said crossing is shown on the map and profile drawing titled S.P.R.R. Grade Crossing, Rickreall-Orr Corner Section, Pacific Highway West, marked

Exhibit A, attached hereto and by this reference made a part hereof, and is crossing CM 729.7 in the Commissioner's Catalog of Crossings.

IV

That the estimated daily average volume of traffic on the highway at the point of intersection is 2,250 vehicles based upon 1959 traffic counts, which traffic will be subject to normal annual increases, and that the traffic on the railroad will be two train movements per day, Monday through Friday.

V

That the grade on the highway is an ascending grade of approximately 0.05 percent toward the south on each side of the proposed crossing, and that the grade on the railroad is a descending grade of approximately 0.5 percent toward the west.

VI

That the sight distances at the said crossing are shown on Exhibit A attached hereto.

VII

That the Petitioner proposes that the improvement of the existing crossing and the installation of signals, including the maintenance thereof, be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Award a contract for the improvement of the highway and supervise the construction thereof.

(b) Except as hereinafter stated under THINGS TO BE DONE BY RAILROAD at its own cost and expense, reimburse Southern Pacific Company for all reasonable and proper costs under the accounting practices contained in Policy and Procedure Memorandum 30-3, issued by the Public Roads Administration under date of August 15, 1955, and amendments and supplements thereto.

(c) Maintain the highway roadbed and pavement, including the area between the rails of the railroad company, and other highway appurtenances and facilities.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement to the extent of 90 percent of the cost thereof, as hereinabove stated, provide and install two Commissioner's Standard No. 2 automatic electric signals, equipped with gongs, at appropriate locations on each side of the crossing, including necessary track circuits, and thereafter maintain the same at its own cost and expense.

(b) Subject to reimbursement as herein above stated, provide such watchmen and flagmen as may be necessary to safeguard railroad operations during the period of improvement of the crossing.

(c) At its own cost and expense remove and salvage, for its own use and benefit, the existing wigwag signal at the crossing.

(d) At its own cost and expense install necessary preservative treated ties across the highway surface, and provide and install adequate guardrails or headers for the retention of the highway pavement.

(e) After improvement of the crossing, maintain its ties, rails and other railroad facilities, including the signals, at its own cost and expense.

VIII

The proposed construction is in the Northeast quarter of the Southwest quarter (NE¼ SW¼) of Section 31, Township 7 South, Range 4 West, W.M., in Polk County, Oregon.

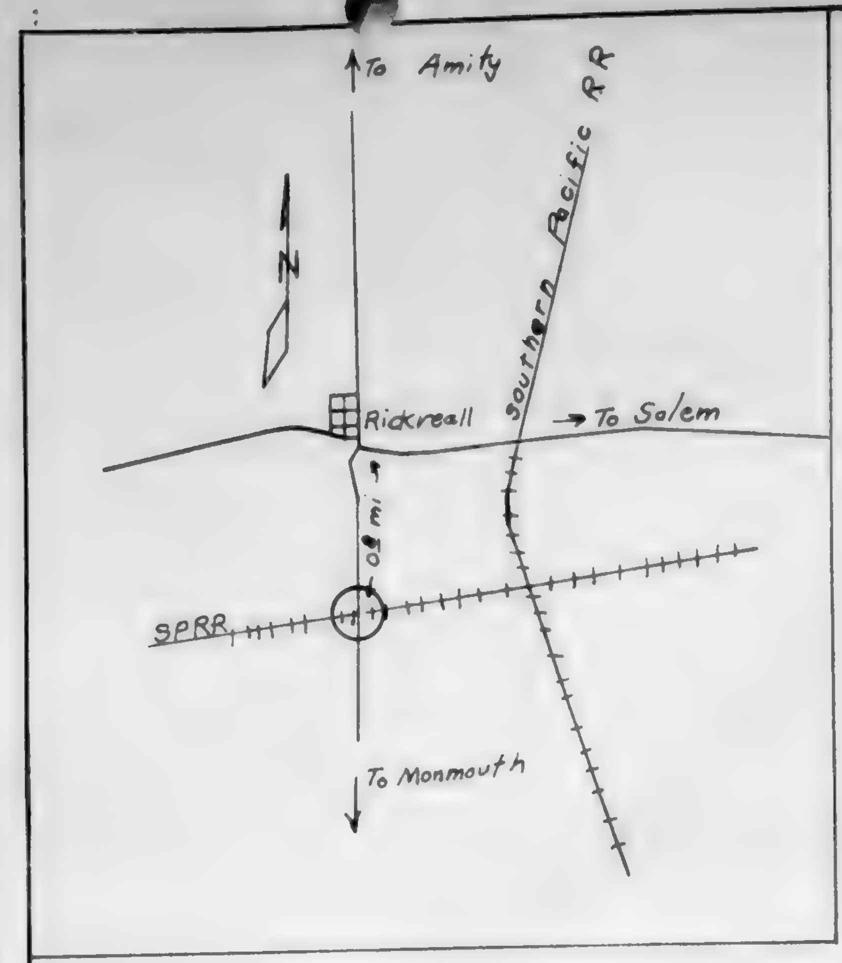
WHEREFORE, Petitioner prays for an order authorizing the improvement of the said crossing, including the installation of signals, and providing for the future maintenance thereof in accordance herewith, and for such other and further orders as may be proper in the premises.

Dated at Salem, Oregon, this 21st day of April, 1960.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By____________________________
J. W. DeSOUZA - Assistant Counsel
for the State Highway Commission

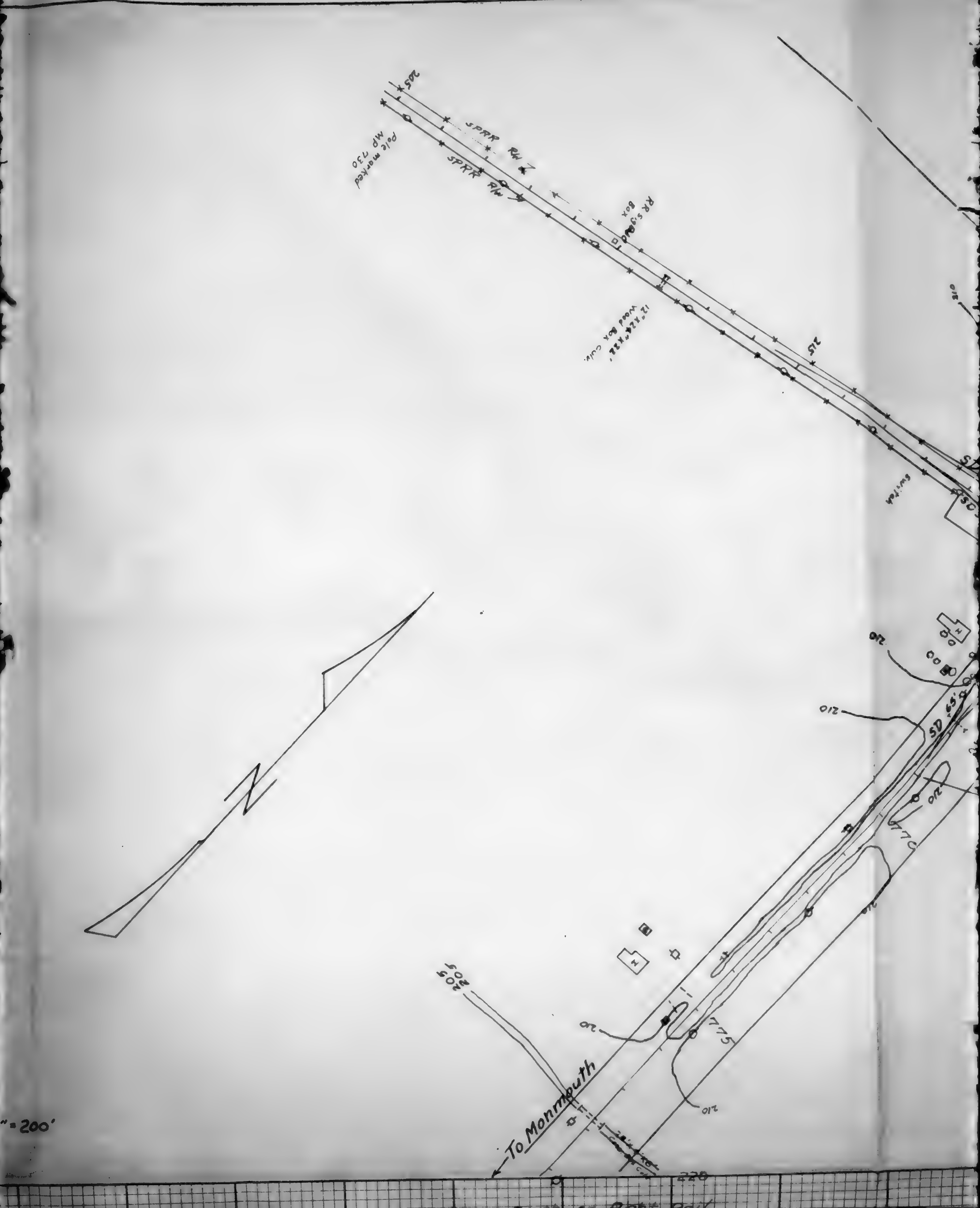

To Amity
Southern Pacific RR
N
Rickreall
To Salem
0.9 mi
SPRR
To Monmouth

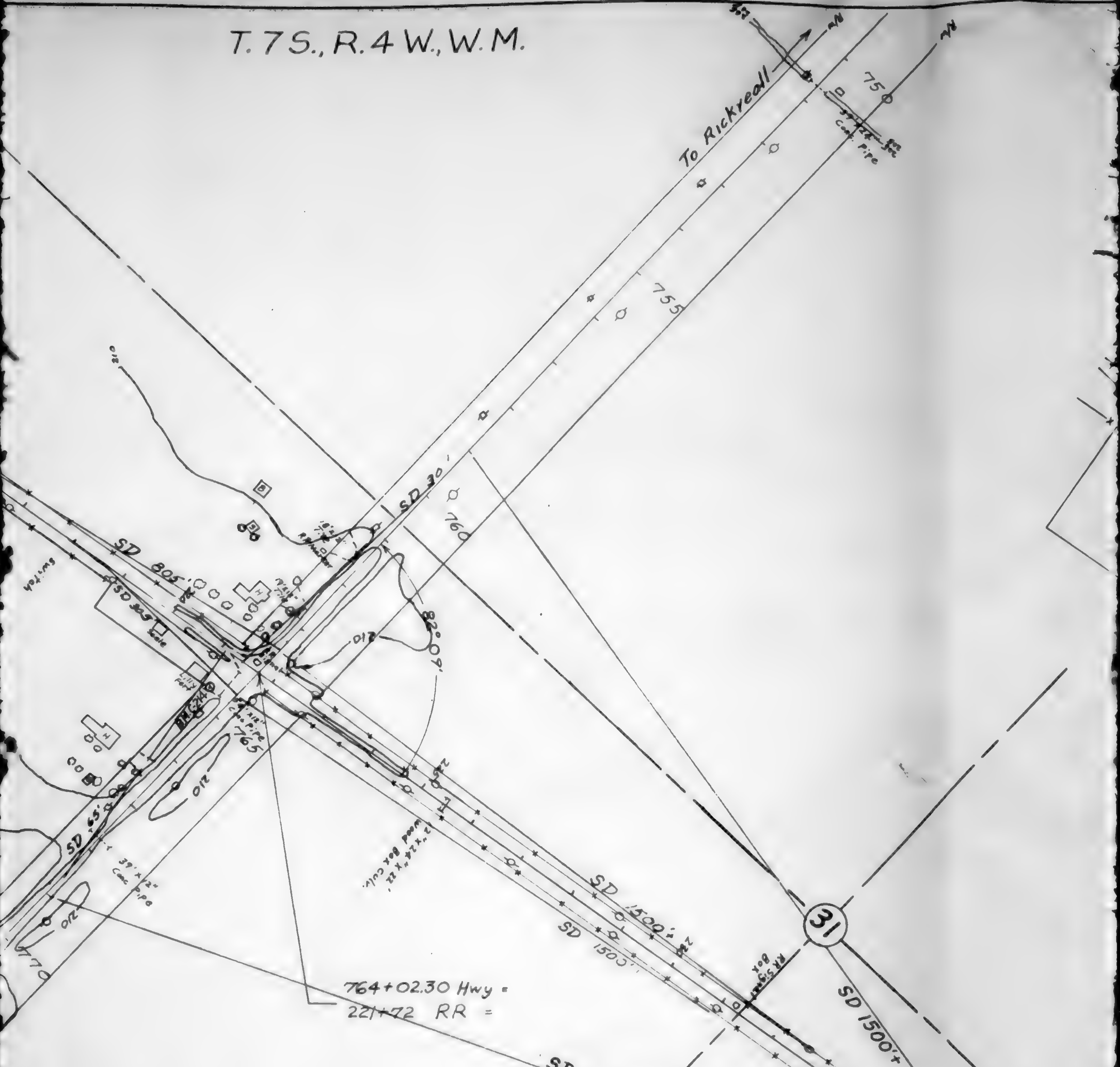
FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

NOTE BOOK

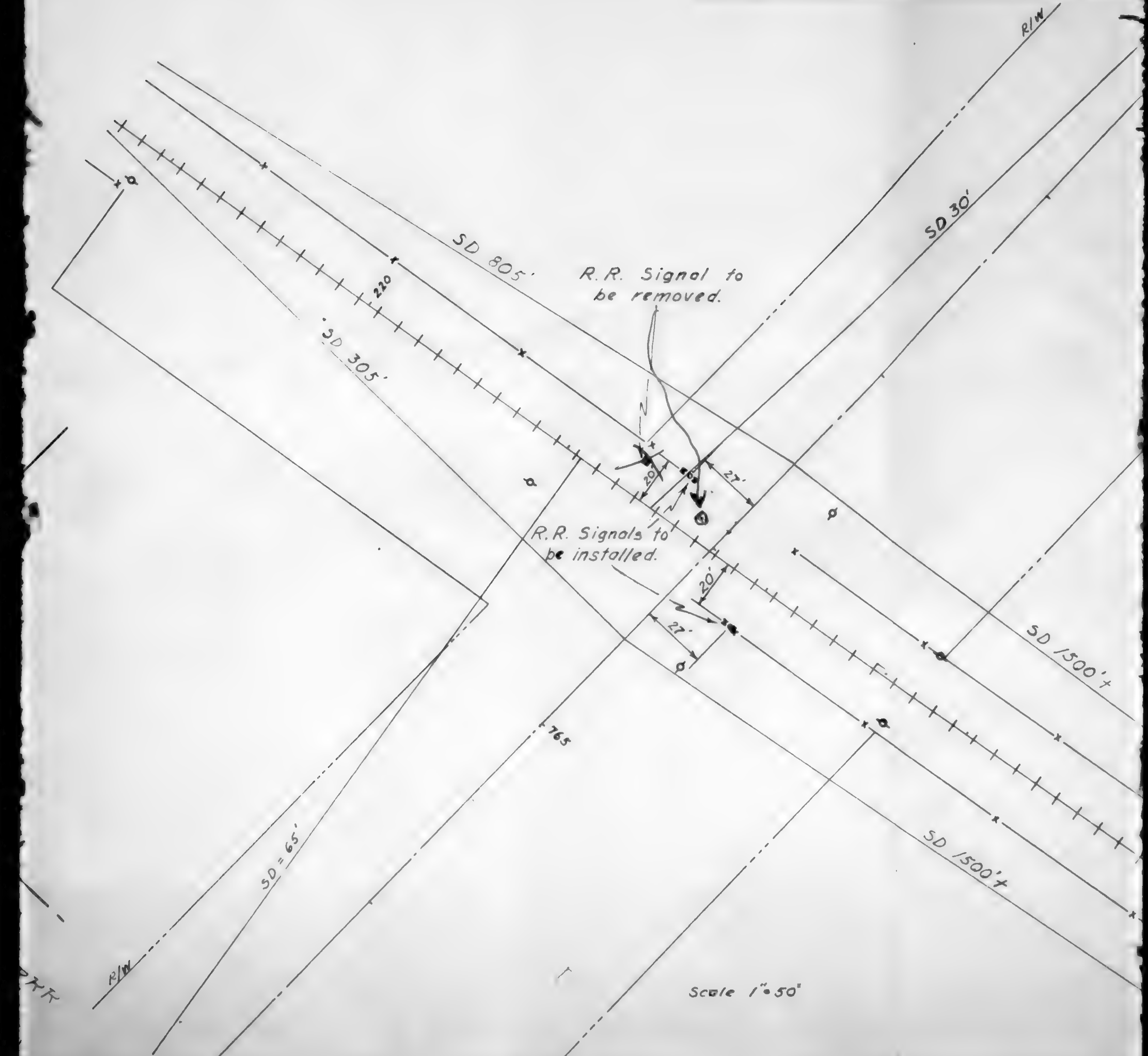
NO.

Scale 1" = 200'

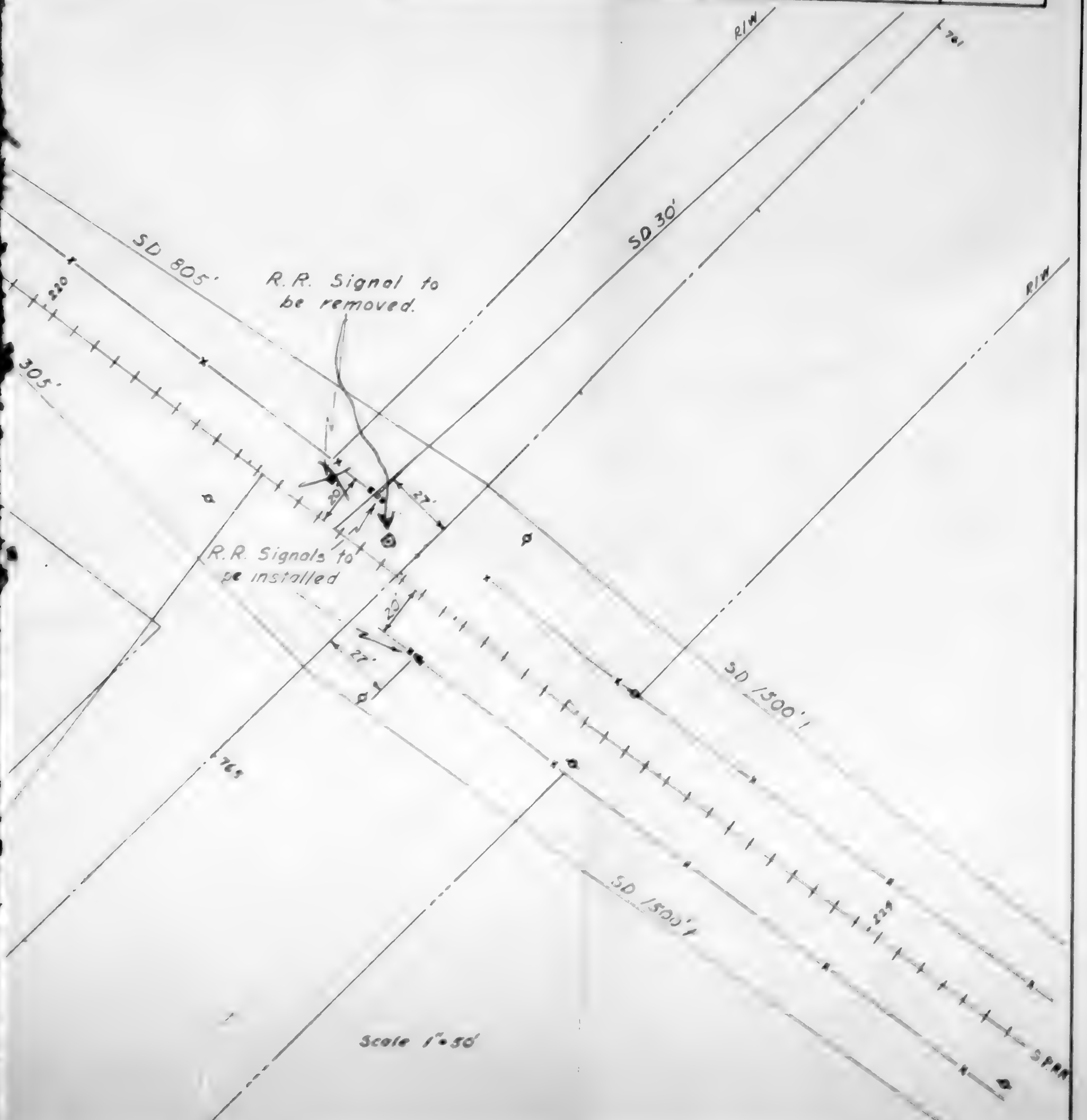

205
SPRR R/W
SPRR R/W
Pole marked MP 730
R.R. Signal Box
12'x24'x32' Wood Box Culv.
215
Switch
SD
210
210
210
SD 65'
775
775
210
205
205
210
To Monmouth
220
"=200'


T.7S., R.4W., W.M.
To Rickreall
75
Conc. Pipe
755
SD 30'
760
SD 805'
SD 805'
Switch
Scale
82°09'
012
765
Conc. Pipe
SD 65'
012
39' x 12"
Conc. Pipe
012
770
Wood Box Culv.
SD 1500'±
SD 1500'
SD 1500'±
SD 1500'±
764+02.30 Hwy =
221+72 RR =
31
SPRR

FED. ROAD Div. No.	STATE	PROJECT NUMBER	F
8	OREGON		


R/W
SD 30'
SD 805'
R.R. Signal to be removed.
220
SD 305'
20'
27'
R.R. Signals to be installed.
20'
27'
SD 1500'±
765
SD 1500'±
SD=65'
R/W
R/W
Scale 1"=50'

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.
				TOTAL SHEETS
8	OREGON			See Index


R/W
761
SD 30'
SD 805'
R.R. Signal to be removed.
220
305'
20'
27'
R.R. Signals to be installed
20'
27'
SD 1500'±
765
SD 1500'±
220
SPRR
R/W
Scale 1"=50'

Scale 1" = 200'

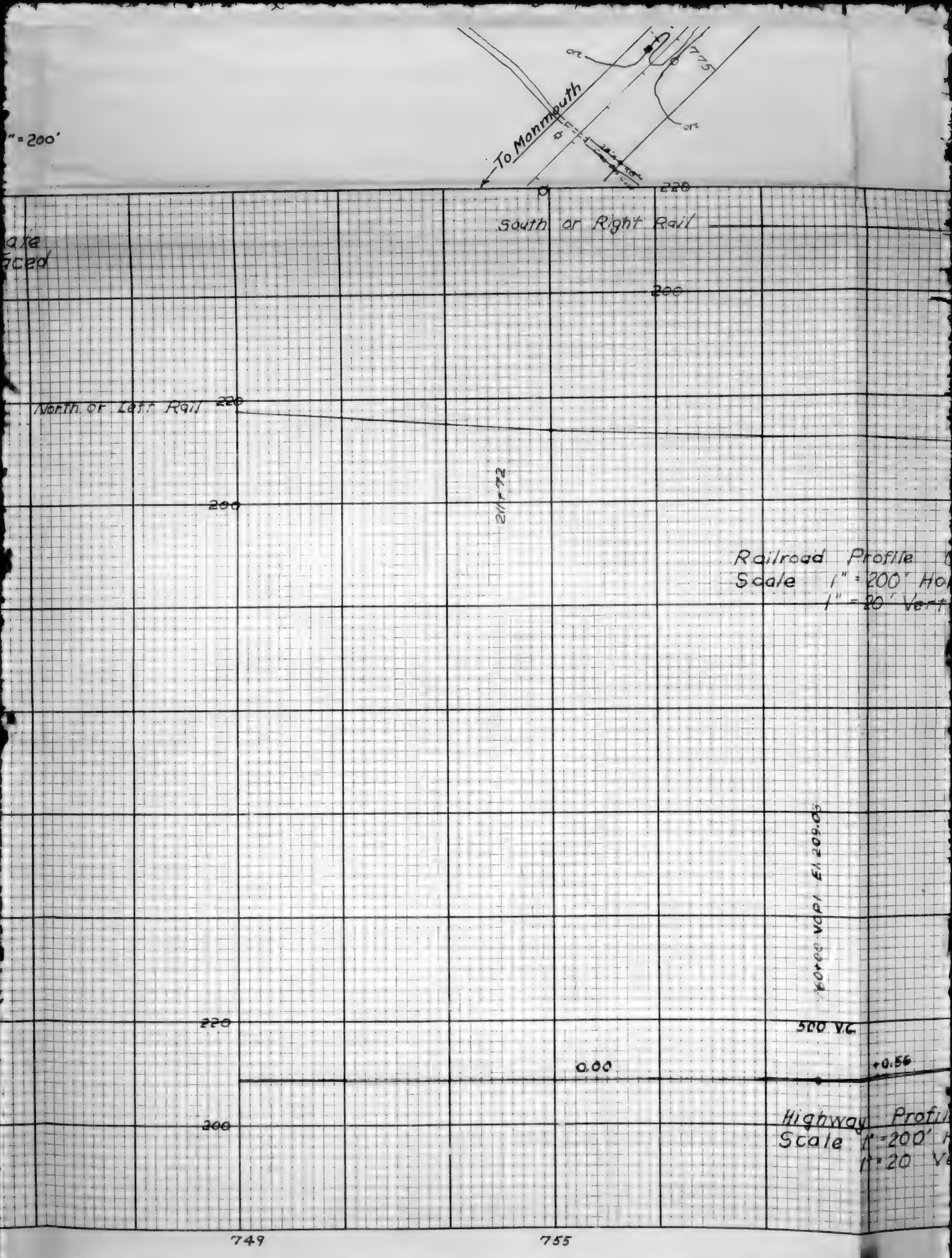
Note: Railroad stationing is approximate as alignment couldn't be retraced

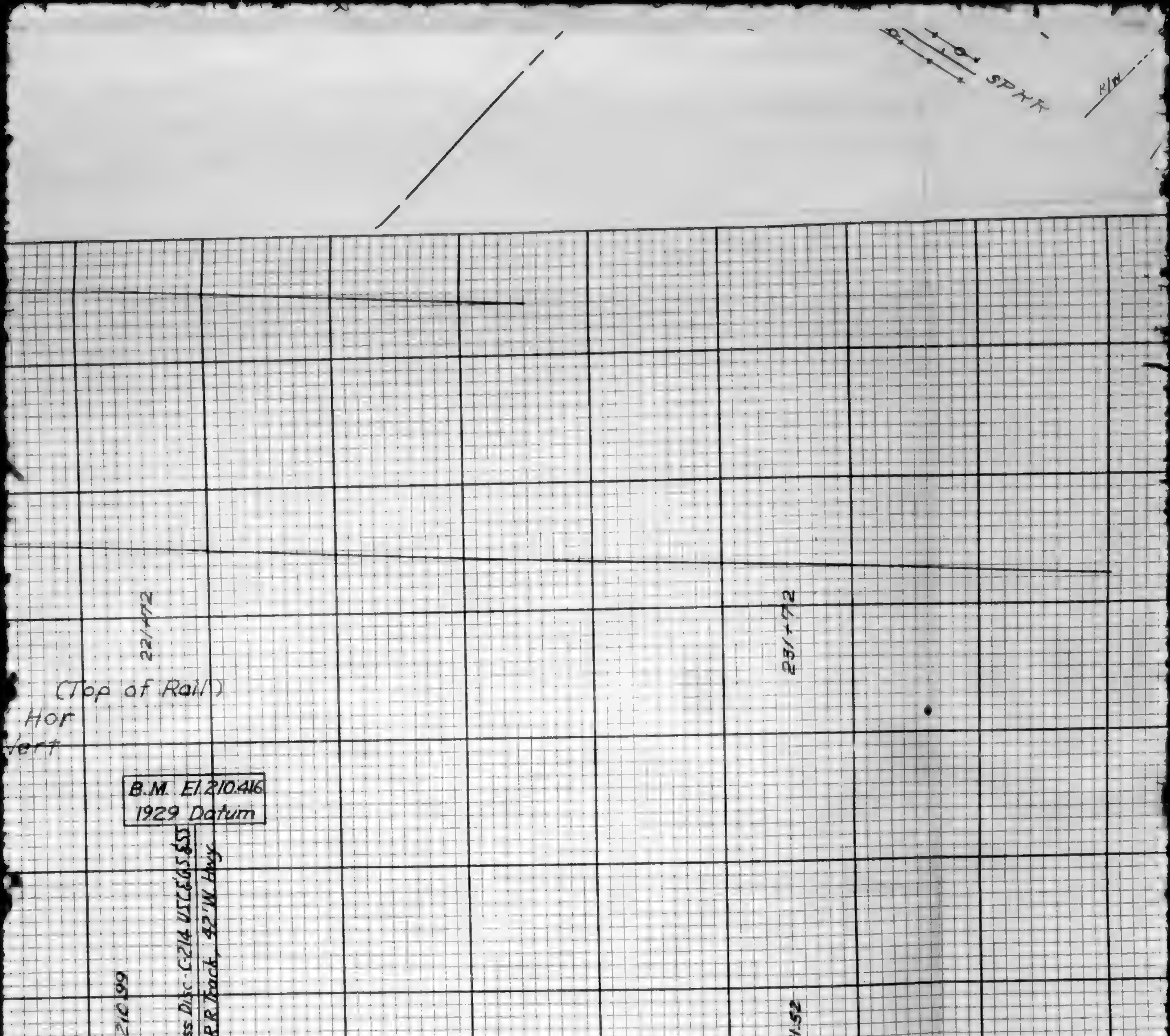
North

Sight Distance
[illegible] Highway

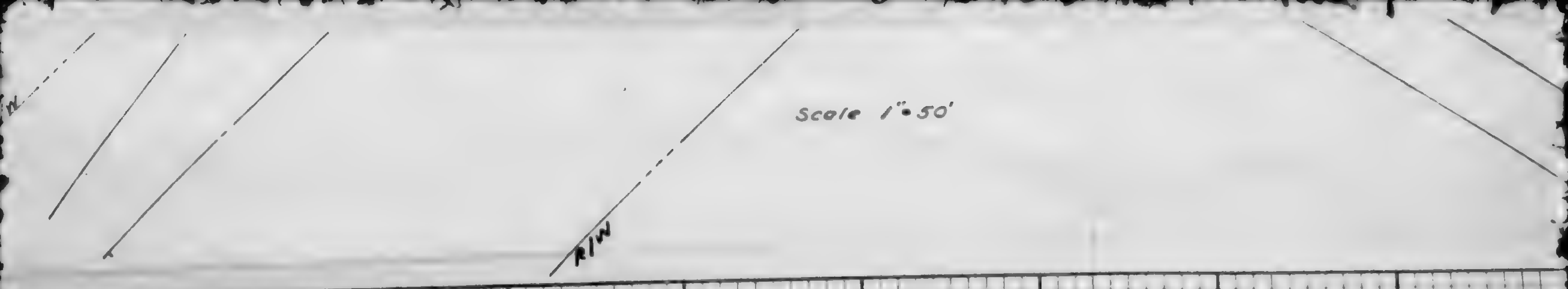
Point	Distance	
50 South	305' W	1500' E
500 South	100 W	[illegible] E
[illegible]0 North	800 W	[illegible] E
500 North	50 W	15[illegible] E

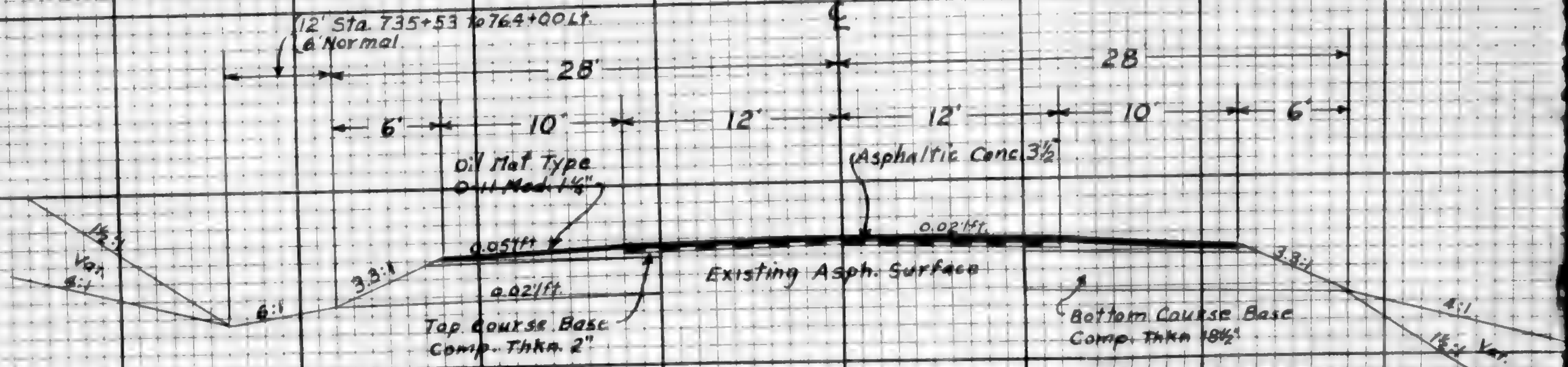
ORIGINAL SURVEY
NOTE BOOK
NO
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS
BY
DATE


"=200'
To Monmouth
on
on
775
220
South or Right Rail
ale
aced
200
North or Left Rail
220
200
211+72
Railroad Profile
Scale 1"=200' Ho
1"=20' Vert
760+00 VCPI El 209.05
500 V.C.
220
0.00
+0.56
200
Highway Profil
Scale 1"=200' H
1"=20 Ve
749
755



SPRR
R/W
221+72
231+72
(Top of Rail)
Hor
Vert
B.M. El 210.416
1929 Datum
763+50, CPI El. 210.99
763+97.93 - 211.25
764+74.63 211.25
+70
Brass Disc - C-214 USC&GS & SS
68'S R.R. Track, 42'W Hwy
774+00 VCPI El 211.52
+0.05
-0.20
56
100 V.C.
No V.C.
Profile
200' Hor
20 Vert
765
775


R/W
R/W
Scale 1"=50'


12' Sta. 735+53 to 764+00 Lt.
6' Normal
℄
28'
28'
6'
10'
12'
12'
10'
6'
Oil Mat Type
Oil Mod. 1½"
Asphaltic Conc. 3½"
0.05'/ft.
0.02'/ft.
0.02'/ft.
1½:1
Var.
4:1
6:1
3.3:1
3.3:1
4:1
1½:1 Var.
Existing Asph. Surface
Top Course Base
Comp. Thkn. 2"
Bottom Course Base
Comp. Thkn 18½"

TYPCIAL SECTION

Exhibit A

Oregon State Highway Depart

PUC VICINITY MAP &
of SPRR GRADE CR

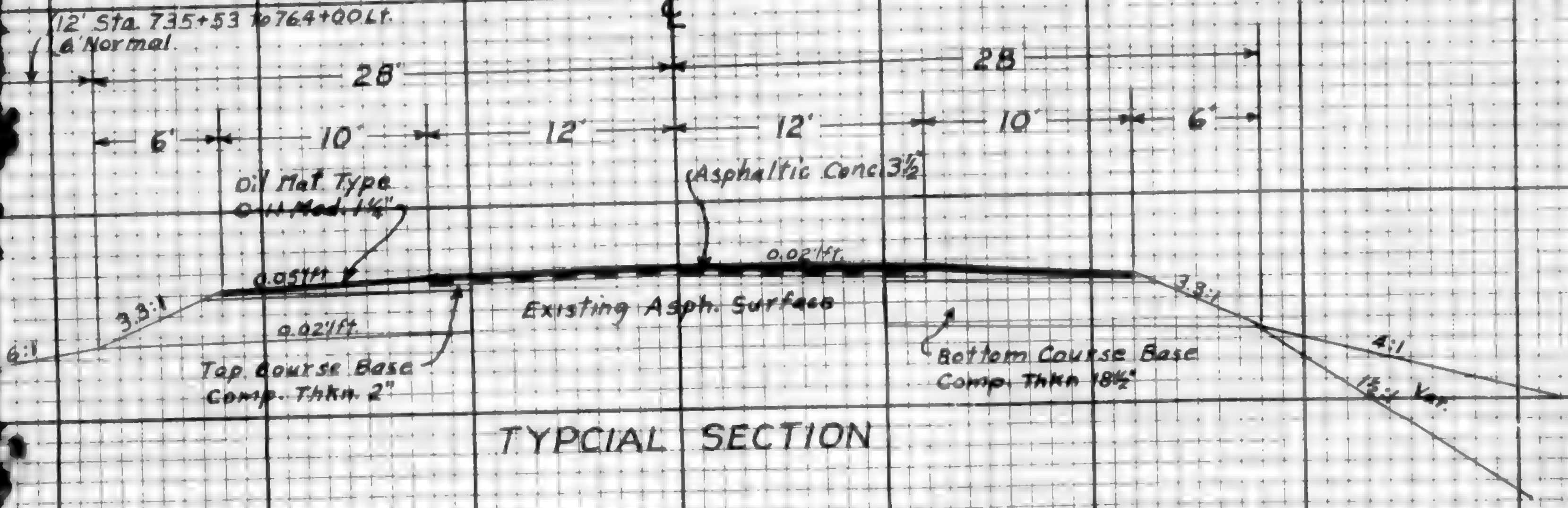
Rickreall - Orr Corner
Pacific Highway West

Polk County Mo

SF Walters Re

781

Scale 1"=50'
R/W
S.P.R.R.


12' Sta. 735+53 to 764+00 Lt.
6' Normal.
℄
28'
28
6'
10'
12'
12'
10'
6'
Oil Mat Type
Oil Mod. 1½"
Asphaltic Conc. 3½"
0.05'/ft.
0.02'/ft.
0.02'/ft.
3.3:1
6:1
Existing Asph. Surface
Top Course Base
Comp. Thkn. 2"
Bottom Course Base
Comp. Thkn 18½"
3.3:1
4:1
1½:1 Var.

TYPCIAL SECTION

Exhibit A

Oregon State Highway Department

PUC VICINITY MAP & PROFILE
of SPRR GRADE CROSSING

Rickreall - Orr Corner Section
Pacific Highway West

Polk County March 1960

S.F. Walters Res. Engr.

RECEIVED
APR 20 1960
FOR FILING

17-162 (3)
5801

April 19, 1960

Buckner - Orr Corner

Mr. A. W. Kilborn
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Under date of April 8, I sent you copies of the vicinity map for the grade crossing of your Falls City Branch by the Pacific Highway West (US99W). We eventually intend to make this a four-lane highway and are buying right of way on each side of your tracks with this in mind. This right-of-way width is 50 feet westerly from the center line of our highway and 100 feet easterly. Although we do not propose to construct the additional lanes now, I would suggest that the easement for this grade crossing correspond to the widths of the right of way we are purchasing on either side of the tracks.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Walter Wright

RECEIVED
[illegible] 1960
FOR FILING
4-162(3)

#5901

4-19-60

ADDENDUM "A" TO LOCATION PROSPECTUS
RICKREALL-ORR CORNER SECTION
PACIFIC WEST HIGHWAY
POLK COUNTY

The following addendum is submitted to revise the location prospectus concerning the above-mentioned section of the Pacific West Highway:

Paragraphs 1 through 3: Correct as per original prospectus.

Paragraph 4: Sentence reading "Traffic warrants a Class "A" facility, with a typical section consisting of a 24-foot roadway with 10-foot shoulders" change to read "Traffic warrants a Class "A" facility with a typical section consisting of a 24-foot traveled way with 8-foot shoulders".

Paragraphs 5 through 9: Correct as per original prospectus.

Attachment: Change shoulder width on typical section from 10 feet to 8 feet.

April 19, 1960

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
J. D. Walker (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson (3)
Larry Mahoney
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
[illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
APR 1960
FOR FILING
7-162(3)

5411

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1960

SUBJECT: File No. 20564 - Southern Pacific Railroad Company
Rickreall-Orr Corner Section
Pacific Highway West
Polk County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Attached hereto is a description of an easement across operating railroad property. This property will be needed for the construction of our highway where it crosses the railroad tracks.

I understand that you have asked Mr. DeSouza to handle the Public Utilities Commission hearing.

D H Moehring

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr

Attachments

Descriptions not sent X
see letter of Apr. 19 to SP

Apr 2

RECEIVED
APR 19 1960
OFFICE OF
STATE HIGHWAY ENGINEER

File No. 20564
HRB 4-6-60
7B-21-3

DESCRIPTION ONLY

Southern Pacific Railroad

Rickreall-Orr Corner   Pacific Highway West

Polk County   Easement

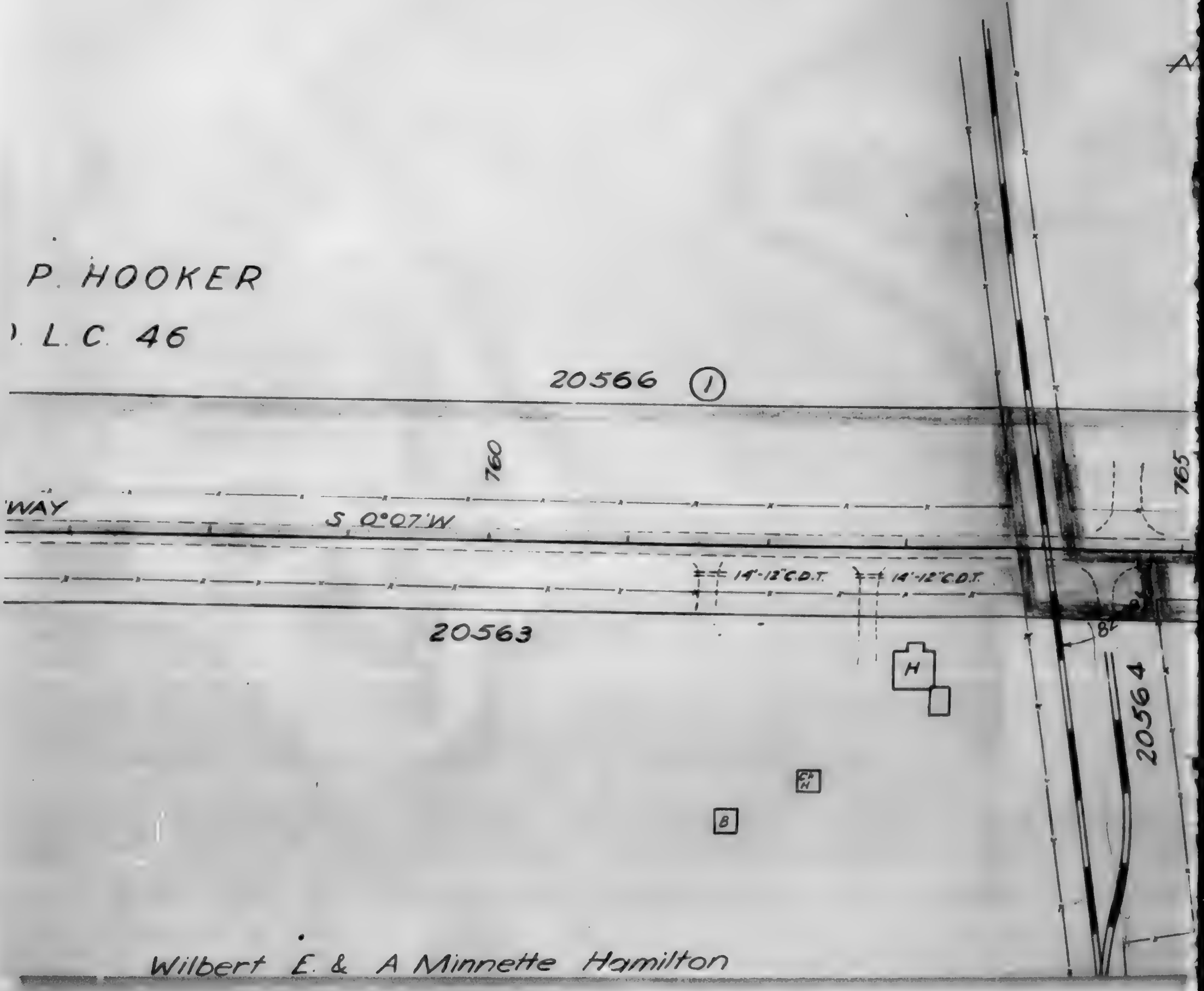
A permanent easement over or on the following described parcel, to wit:

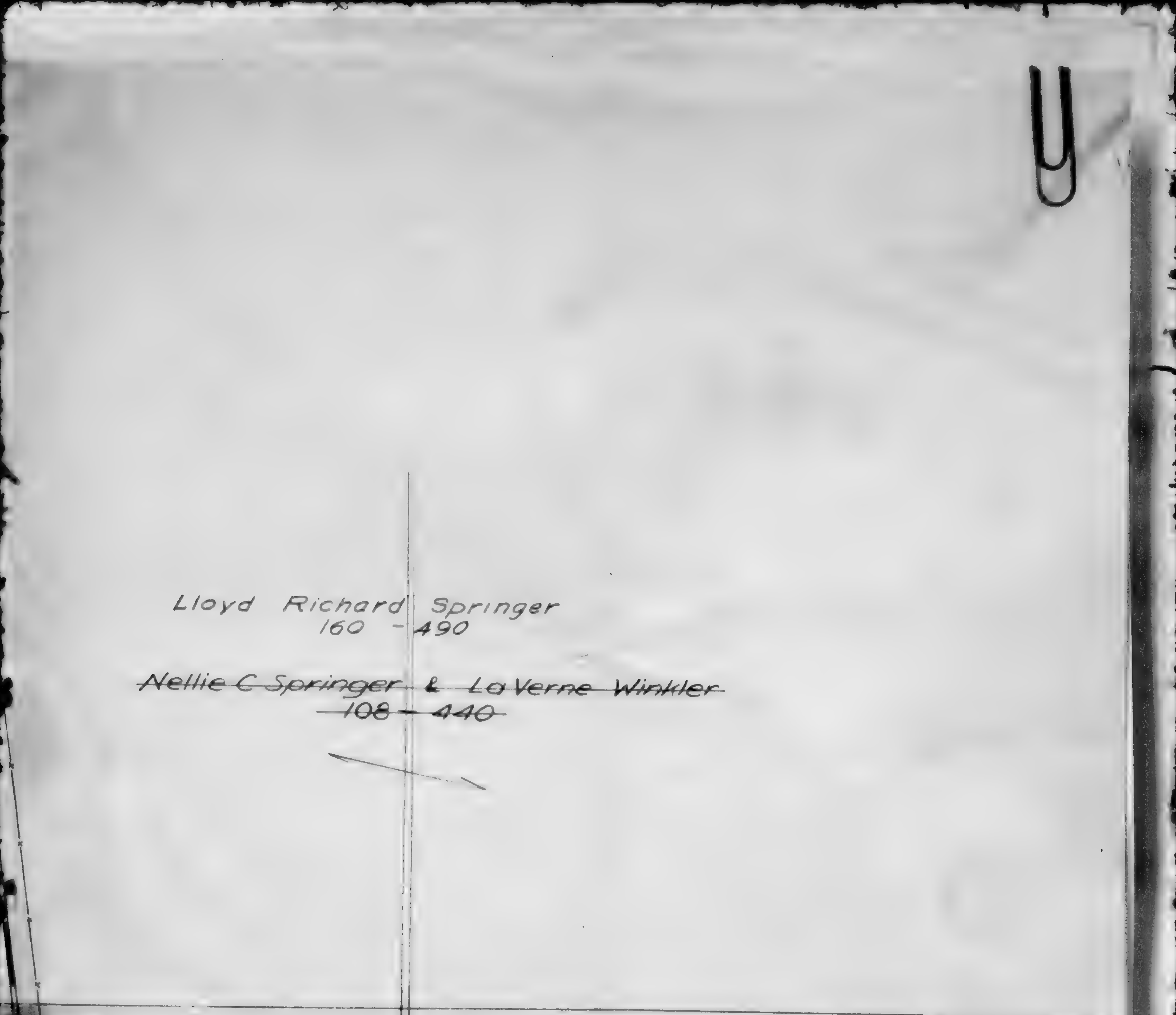
A parcel of land lying in the SW¼ of Section 31, Township 7 South, Range 4 West, W. M., Polk County, Oregon; the said parcel being that portion of the Southern Pacific Railroad right of way included in a strip of land 150 feet in width, 100 feet on the Easterly side and 50 feet on the Westerly side of the center line of the Pacific Highway West as said highway has been relocated, which center line is described as follows:

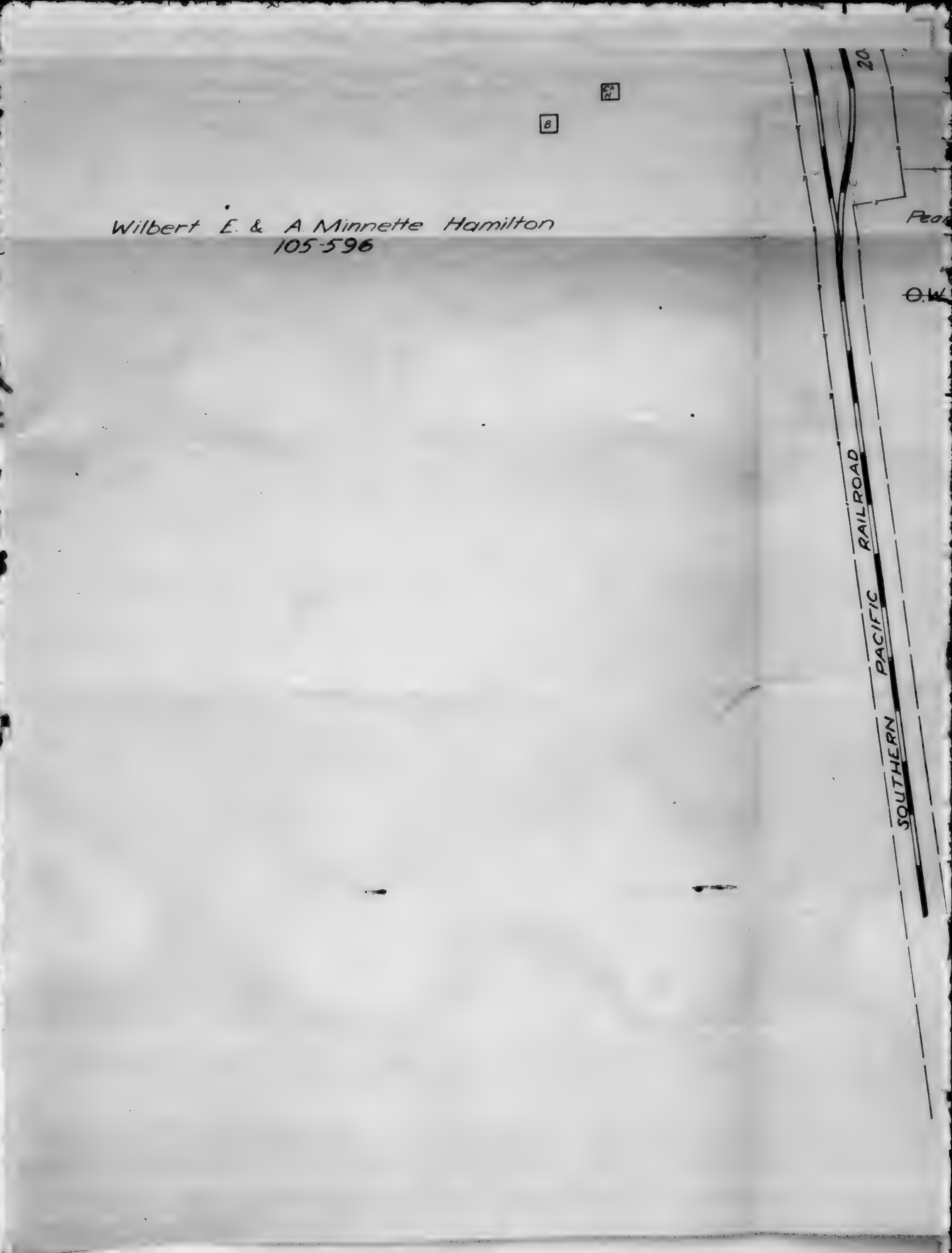
Beginning at Engineer's center line Station 763+00, said Station being 1247 feet South 0° 07' West of the Northwest corner of the P. P. Hooker D.L.C. # 46, Township 7 South, Range 4 West, W. M.; thence South 0° 07' West, 200 feet to Station 765+00, said center line crosses the Northerly line of said Railroad right of way approximately at Station 763+80.

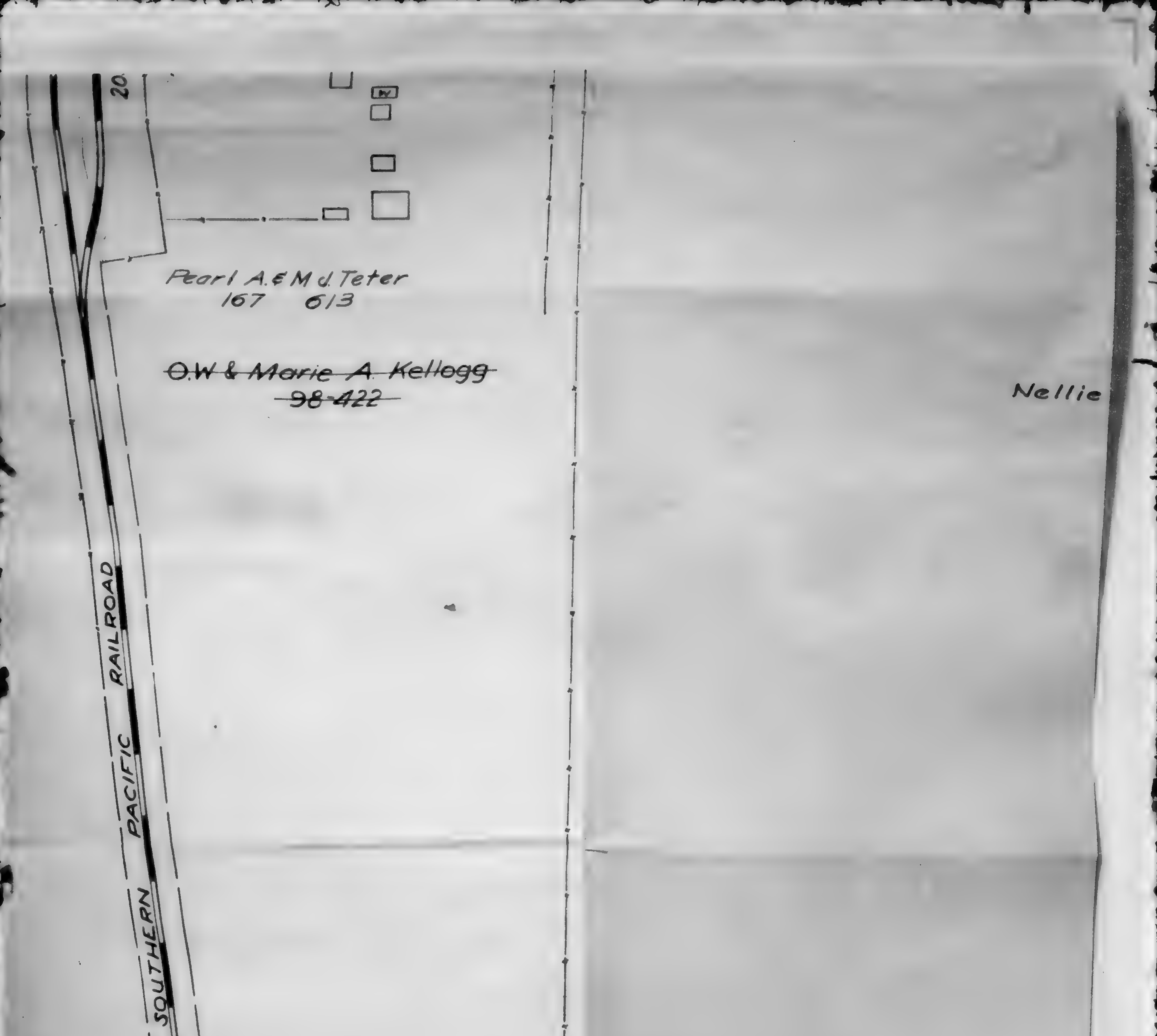
The parcel of land to which this description applies contains 0.20 acre, of which 0.08 acre lies within the existing highway right of way, and 0.12 acre lies outside of the existing highway right of way.

rw/ft


P. HOOKER
). L. C. 46
20566 ①
760
WAY
S 0°07'W
14'-12" C.D.T.
14'-12" C.D.T.
765
82
20563
H
B
20564
Wilbert E. & A Minnette Hamilton


Lloyd Richard Springer
160 - 490
~~Nellie C Springer & LaVerne Winkler~~
~~108 - 440~~
765
770
82
20565
G
H
W
20564
Pearl A. & M. J. Teter


20
8
Wilbert E. & A. Minnette Hamilton
105-596
Pea
O.W
SOUTHERN PACIFIC RAILROAD


20
Pearl A.&M J. Teter
167 613
~~O.W & Marie A. Kellogg~~
~~98-422~~
Nellie
SOUTHERN PACIFIC RAILROAD

RECEIVED
APR 15 1960
FOR FILING
7-1(2(3)

5401

April 14, 1960

Mr. A. W. Kilborn
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Attached hereto are copies of the location prospectus for the Rickreall-Orr Corner Section of the Pacific Highway West (US99W). This involves the grade crossing of your tracks near Gerlinger for which I left a vicinity map in your office a few days ago.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encl.
cc Mr. W. C. Williams

RECEIVED
APR 11 1960
~~FOR FILING~~
~~1-162(3)~~
5801

Salem, Oregon
April 14, 1960

Mr. Tom Edwards
Construction Engineer
OFFICE

Rickreall-Orr Corner Section
Pacific Highway
Polk County

I note your prospectus for the Rickreall-Orr Corner Section contemplates using 10-foot shoulders. These should be cut to 8 feet.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

RECEIVED
APR 12 1960
FOR FILING

7-162(3)

5801

R

Salem, Oregon
April 11, 1960

Southern Pacific Company's
grade crossing south of Rickreall

Mr. J. W. DeSouza

The State proposes to widen the pavement on the Pacific Highway West (US99W) between Rickreall and Orr Corner in Polk County. The present road crosses the Southern Pacific Company's Falls City Branch at a grade crossing. The present crossing is protected by a single obsolete wigwag which I believe was installed in 1928 by the Railroad Company. We propose to widen the existing pavement to 24 feet with a 10-foot shoulder on each side. The typical cross section of the improvement is shown on the vicinity map.

The crossing is in the northeast quarter of the southwest quarter (NE$\frac{1}{4}$SW$\frac{1}{4}$), Section 31, Township 7 South, Range 4 West, Willamette Meridian. The highway and railroad center line intersect at Highway Station 764+02.30 and Railroad Station 221+72. The angle of intersection is 82°9' in the northeast quadrant. The railroad is descending toward the west at approximately 0.5 percent. The highway grade is ascending toward the south at approximately 0.05 percent.

The sight distances are shown on the vicinity map. Since this crossing is not protected by adequate traffic warning signals we propose that two standard signals be installed by Railroad Company's forces and that the Railroad Company be required to pay 10 percent of the cost of the installation, subject to the usual accounting procedures. The existing wigwag signal should be removed and should remain as property of the Railroad Company.

The highway traffic at the crossing is 2,250 A.D.T. There is at present one train each day five days per week and one train, one day, on Saturday. There are no trains on Sunday. The authorized train speed is 30 miles per hour. This crossing bears P.U.C. No. CM 729.7.

It would be appreciated if you would make the necessary application to the Public Utility Commissioner for an order authorizing the project.

GSP:gm
Encl.
cc Mr. W. C. Williams

G. S. Paxson

RECEIVED
APR 13 1960
FOR FILING
f 162 (2)
5401

April 8, 1960

Mr. A. W. Kilborn
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

At the request of Mr. E. A. Kendrew, I enclose herewith two prints each from two vicinity maps.

1. The crossing of the Southern Pacific Company's Geer Branch by the Silver Creek Falls Highway No. 163 near the east city limits of Salem on State Street. The project which we now intend at this location is the widening of the pavement to 44 feet with an 8-foot shoulder on the north side of the highway and abutting the existing sidewalk and curb on the south side of the highway. The crossing is now protected with standard flashing light signals, and we propose that these be moved to a new location clear of our pavement and shoulders. Since standard protection is now provided and since the project is entirely for the betterment of the highway, we propose that the Railroad Company move the signals and be reimbursed by State for all expenses incurred therein.

2. Crossing of your Falls City Branch by the Pacific Highway West (US99W) near Gerlinger in Polk County. This is on the Rickreall-Orr Corner Section of US99W. The project which we intend at this crossing is the widening of the highway pavement to 24 feet with 10-foot shoulders on each side. The crossing is now protected by a single obsolete wigwag that was installed a good many years ago. We propose that the crossing now be protected with two standard flashing light signals. Since this crossing is not now adequately protected, it is our thought that the project is of value to the Railroad Company and we propose to put it on as a federal-aid job and request 10 percent of the cost as participation of the Railroad Company.

We will very shortly be making application to the Public Utility Commissioner for an order authorizing the projects.

Very truly yours,
W. C. Williams
State Highway Engineer
By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encls. cc W. C. Williams
J. W. DuSeum

LOCATION PROSPECTUS
RICKREALL-ORR CORNER SECTION
PACIFIC WEST HIGHWAY
POLK COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Pacific West Highway, which is a State Primary facility on the Federal Aid Primary system. The northerly terminus is at the intersection of the Willamina-Salem Highway and the Pacific West Highway in Rickreall. The southerly terminus is at a county road 1.2 miles southerly of the intersection. The overall length of the project is 1.2 miles.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving on improved alignment and for construction of a new bridge across Rickreall Creek. The town of Rickreall is at the northerly end of the project.

The general route approximates the existing alignment. Reconnaissance is not necessary. Routine soils investigation will be conducted. Drainage studies will be made relative to the bridge relocation. An economic analysis is not needed at this time.

The existing (1958) ADT is 1,600 and the projected (1978) ADT is 3,200. The grade is negligible and the maximum curvature is 0°15'. Traffic warrants a Class "A" facility, with a typical section consisting of a 24-foot roadway with 10-foot shoulders. Deviation from State and Federal standards is not anticipated.

Rise and fall is negligible on both existing and proposed alignments. The central angle of the existing alignment is approximately 30 degrees; the proposed route will have a central angle of one degree.

This will be an arterial facility with access limited to specified connections. There are no interchanges. The Southern Pacific Company railroad will be crossed at grade. A new structure will be required to bridge Rickreall Creek.

The approved base design by G. L. Decker is:

Paving, Base and Wear	3½"	A. C.
Top Course, Base	2 "	3/4" - 0 Crushed
Bottom Course, Base	18½"	Coarse Crushed
Total Depth	24 "	
Over existing roadway	3½"	A. C.

Material is available from local commercial and State-controlled sources.

Agreements with the county will be necessary concerning disposition of the bypassed section of the existing highway.

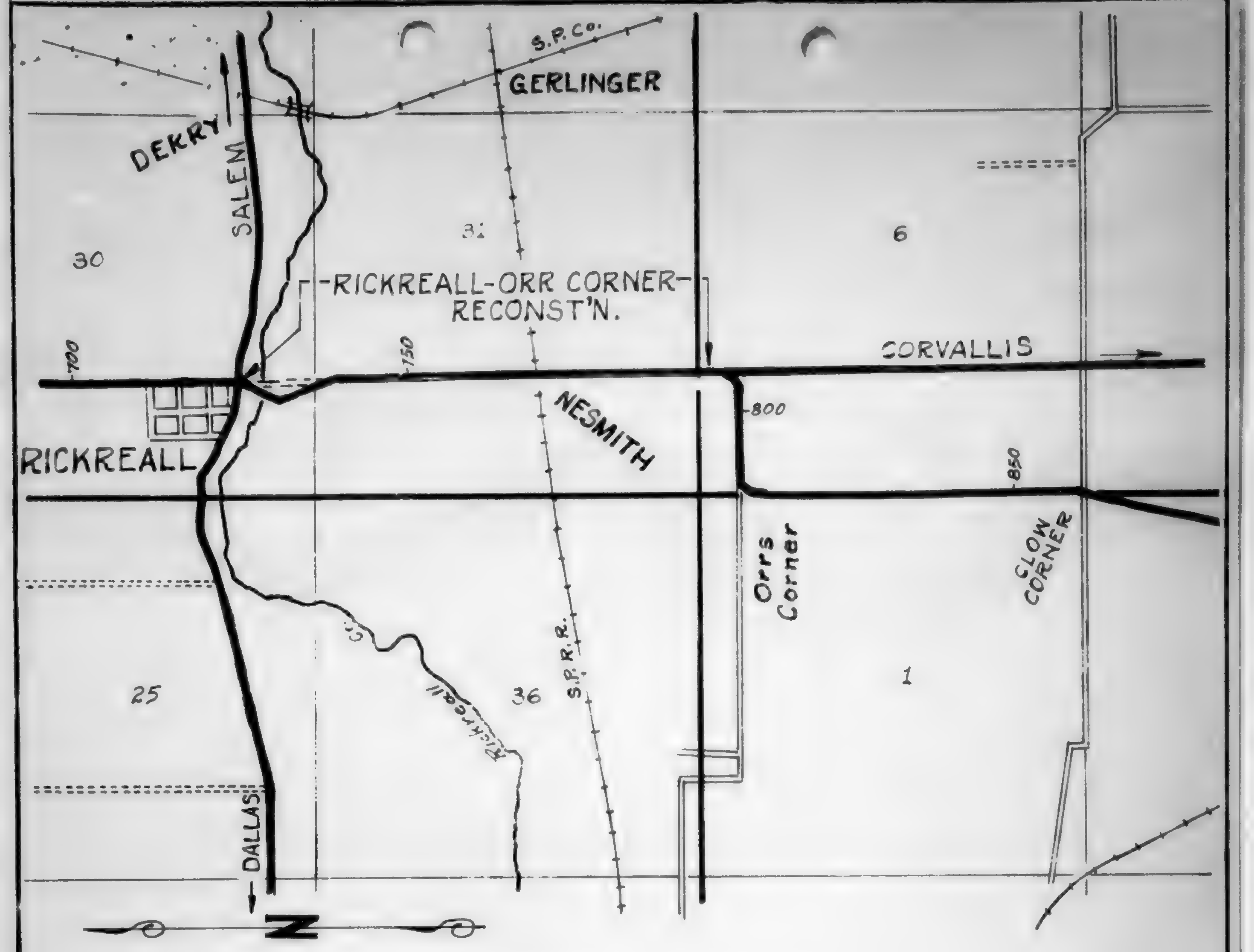
There are no State parks or roadside rest areas affected by this project.

April 8, 1960

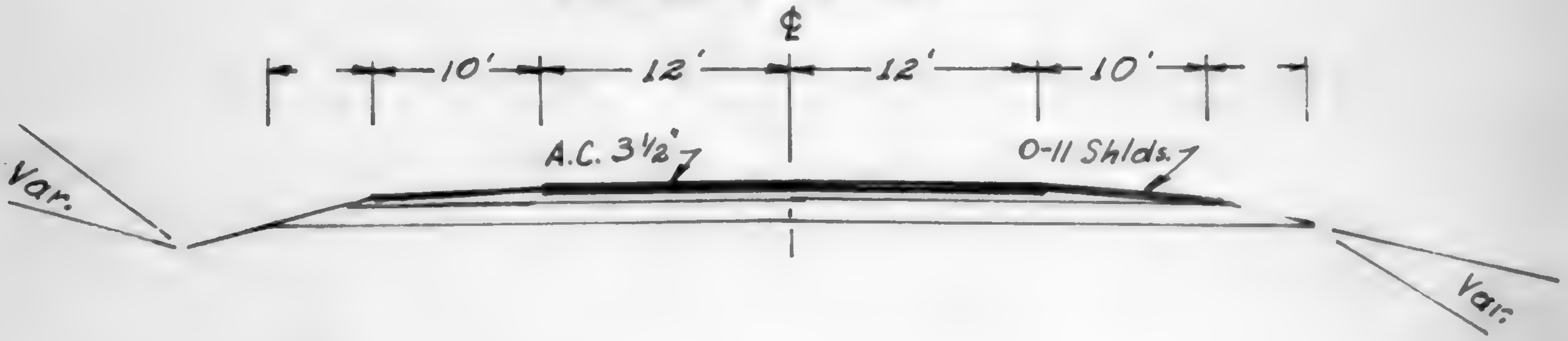
Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
J. D. Walker (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson (3)
Larry Mahoney
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
APR 13 1960
OFFICE OF
STATE HIGHWAY ENGINEER


S.P.Co.
GERLINGER
DERRY
SALEM
30
31
6
-RICKREALL-ORR CORNER-
RECONST'N.
700
750
CORVALLIS
800
NESMITH
RICKREALL
850
Orrs Corner
CLOW CORNER
25
36
S.P.R.R.
Rickreall
DALLAS
N

TYPICAL SECTION


℄
10'
12'
12'
10'
A.C. 3½"
0-11 Shlds.
Var.
Var.

PROSPECTUS SKETCH MAP

RICKREALL-ORR CORNER RECONST'N.
POLK COUNTY

Scale: 1" = 2000'   March 21, 1960

RECEIVED
MAR 30 1960
FOR FILING

Salem, Oregon
March 30, 1960

Advance Right of Way Prefix

Mr. W. T. Wright
Right of Way Engineer
OFFICE

The following prefix is assigned in advance of BPR authorization to begin acquisition of rights of way:

Prefix 27-2503. Rickreall-Orr Corner Section of the Pacific Highway West in Polk County. Station 724 to Station 789.

The taking of deeds and filing of condemnation suits should not begin until Bureau approval is received.

R. L. Porter
Office Engineer

RECEIVED
1 1960
FOR FILING

Const
Fed. Aid
R/W

R

FORM E-123-X 75M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 31, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of Way Status
Rickreall-Orr Corner
Section

Dear Sir:

Rights of entry by virtue of options or filed condemnations have been obtained on all properties required for this project, except for File No. 20964 - Southern Pacific Company.

No value has been set on this file, engineering considerations being the matter of primary importance.

The PUC hearing has been held on this project, and Mr. Paxson expects to have a verbal authority to proceed with the work before September 6. This authority is to be confirmed by a written permit of entry to be in our hands prior to the date of bid opening.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:sg

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

ROUTED

RECEIVED
1 1960
OFFICE OF
[illegible]

4-8-60

R

RECEIVED

[illegible]

7-112(3)

5401

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
RICKREALL-ORR CORNER SECTION
PACIFIC WEST HIGHWAY
POLK COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Pacific West Highway, which is a State Primary facility on the Federal Aid Primary system. The northerly terminus is at the intersection of the Willamina-Salem Highway and the Pacific West Highway in Rickreall. The southerly terminus is at a county road 1.2 miles southerly of the intersection. The overall length of the project is 1.2 miles.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving on improved alignment and for construction of a new bridge across Rickreall Creek. The town of Rickreall is at the northerly end of the project.

The general route approximates the existing alignment. Reconnaissance is not necessary. Routine soils investigation will be conducted. Drainage studies will be made relative to the bridge relocation. An economic analysis is not needed at this time.

The existing (1958) ADT is 1,600 and the projected (1978) ADT is 3,200. The grade is negligible and the maximum curvature is 0°15'. Traffic warrants a Class "A" facility, with a typical section consisting of a 24-foot roadway with 10-foot shoulders. Deviation from State and Federal standards is not anticipated.

Rise and fall is negligible on both existing and proposed alignments. The central angle of the existing alignment is approximately 30 degrees; the proposed route will have a central angle of one degree.

This will be an arterial facility with access limited to specified connections. There are no interchanges. The Southern Pacific Company railroad will be crossed at grade. A new structure will be required to bridge Rickreall Creek.

The approved base design by G. L. Decker is:

Paving, Base and Wear	3½"	A. C.
Top Course, Base	2 "	3/4" - 0 Crushed
Bottom Course, Base	18½"	Coarse Crushed
Total Depth	24 "	

Over existing roadway	3½"	A. C.

Material is available from local commercial and State-controlled sources.

Agreements with the county will be necessary concerning disposition of the bypassed section of the existing highway.

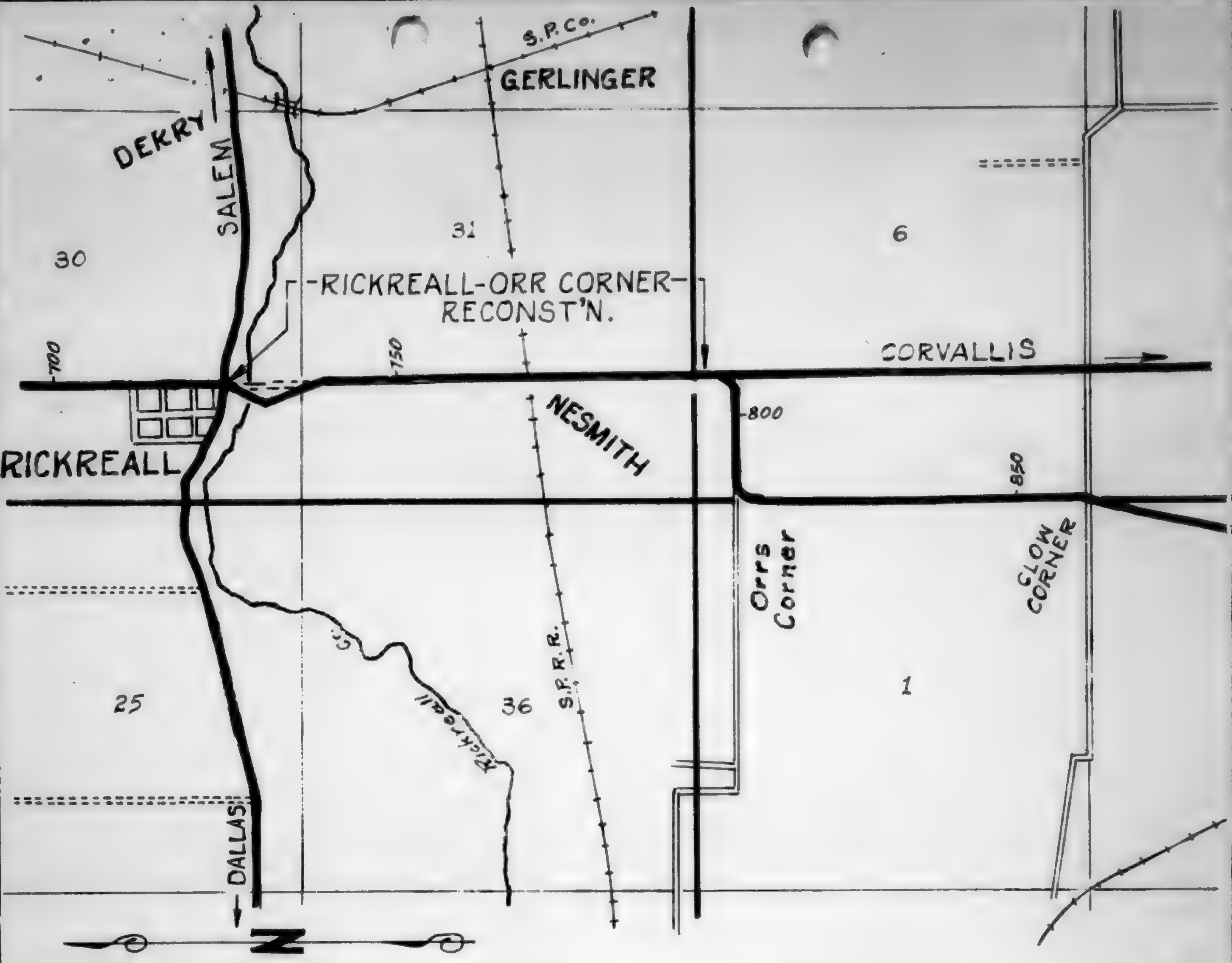
There are no State parks or roadside rest areas affected by this project.

April 8, 1960

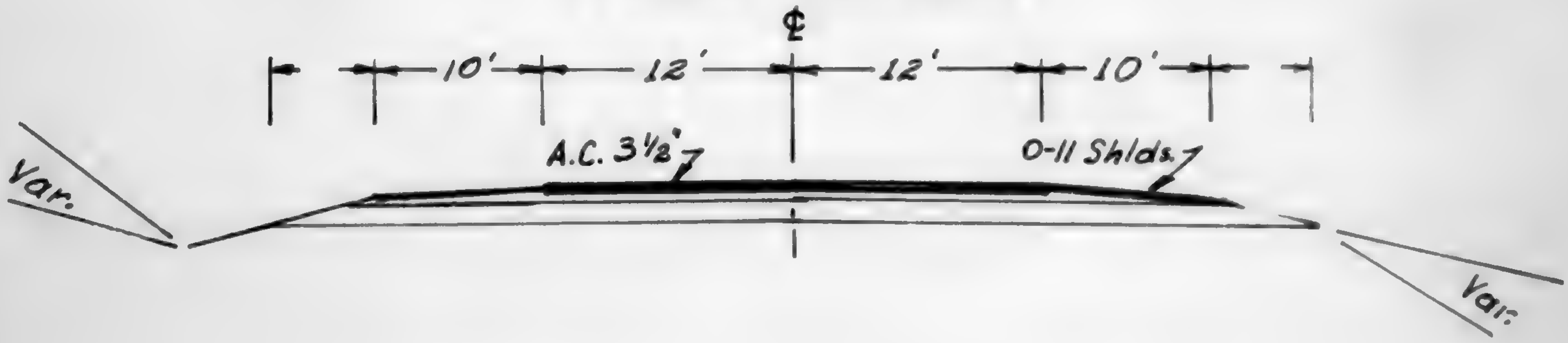
Attach.

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
J. D. Walker (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson (3)
Larry Mahoney
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
APR 13 1960
OFFICE OF
STATE HIGHWAY ENGINEER


S.P.Co.
GERLINGER
DEKRY
SALEM
30
31
6
-RICKREALL-ORR CORNER-
RECONST'N.
700
750
CORVALLIS
NESMITH
800
RICKREALL
850
Orrs Corner
CLOW CORNER
Rickreall Cr.
S.P.R.R.
25
36
1
DALLAS
N

TYPICAL SECTION


℄
10'
12'
12'
10'
A.C. 3½"
0-11 Shlds.
Var.
Var.

PROSPECTUS SKETCH MAP

RICKREALL-ORR CORNER RECONST'N.
POLK COUNTY

Scale: 1" = 2000' March 21, 1960

F-59(2) Amity-Rickreall Section 1960
Pacific Highway, West
#5802

RECEIVED
SEP 21 1962
FOR FILING
9/62

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 20, 1962

By:

08-35.5

A. W. Parsons, Division Engineer
Salem, Oregon

L. R. Backlund
Administrative Manager

Oregon Project F-59(2)
Amity-Rickreall Section
Voucher No. 10 - Final
Net amount claimed $17,054.00

The subject voucher has been approved in the reduced amount of $16,827.00. Deduction has been made in accordance with the attached Schedules of Exceptions, Nos., 1 and 2.

Total amount of deduction	$356.01
Federal-aid pro-rata	63.93%
Net deduction in even dollars	227.00

In the event you disagree with the deductions made, it will be necessary to present a re-claim in accordance with Instructional Memorandum 4-1-61.

Attachments

original to [illegible] with attachments
9-21-62

NOTED
R. L. PORTER

RECEIVED
AUG 30 1961
FOR FILING
[illegible]

5410

August 30, 1961

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 5802, for four structures, grading and paving on the Amity-Rickreall Section of the Pacific Highway West in Yamhill and Polk Counties, was completed by the contractor, Tom Lillebo Construction Company, on June 20, 1961, and was formally accepted by the Highway Commission on July 28, 1961.

Final payment in the amount of $5,624.79 will be released to the contractor on or after September 7, 1961. The total contract amount is $173,569.63, of which amount $912.38 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Tom Lillebo Construction Co.
Box 365
Reedsport, Oregon

RECEIVED
FORM [illegible]
JUN 23 1961

FOR FILES

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F

5802

June 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage, N. E.
Salem, Oregon

Dear Sir:

Tom Lillebo Construction Company completed work on the Amity-Rickreall widening of four structures, grading and paving project on the Pacific (West) Highway in Polk and Yamhill Counties, Contract #5802, FAP No. F-59(2), on June 20, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

nk

cc: J. W. Nash
Floyd Query
D. B. Parkes

NOTED ON CARD
dc

RECEIVED
FEB 15 1961
FOR FILING

F-59(2)

5802

February 14, 1961

Pacific Printers
211 N. Main
Dallas, Oregon

Attention: Mr. Harvey Meyers

Gentlemen:

I have your letter of February 10 concerning alleged damage to your equipment by the operation of our contractor on the bridge widening south of Amity.

Our contract provides that the contractor assume the responsibility for any damage due to his operations, and I am referring your letter to the Tom Lillebo Company directing that they investigate and take such steps as are indicated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ss

cc to: Mr. W. C. Williams

RECEIVED
FEB 15 1961

FOR FILING

February 14, 1961

Tom Lillebo Construction Co.
Post Office Box 365
Reedsport, Oregon

Gentlemen:

I am attaching copy of a letter from the Pacific Printers of Dallas, Oregon, alleging damage to their equipment. I have had no report as to the incident from our field forces, but I would call your attention to the terms of the contract under which you are responsible for any damage done to traffic.

I would suggest that someone from your organization look into this matter and take such action as is indicated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams
Mr. Ivan D. Merchant

REFERRED TO
Paxson
Dep. State Highway Engineer

RECEIVED
FEB 17 1961
OFFICE OF
STATE HIGHWAY ENGINEER

LETTERHEADS
ENVELOPES

Pacific Printers
Dallas Oregon

211 N. Main

BILLHEADS
STATEMENTS

PHONE MA 3-4603
RES MA 3-2564

Feb 10 1961

Oregon State Highway Dept
Salem Oregon

Dear Sir:

I was moving some printing equipment to Dallas Oregon and on Dec 16 1960 I had a truck load and was stoped for one way traffic at a small Bridge job about 1½ Miles South of Amity on Highway 99 W.

The flagman directed me to proceed, which I did and as I was opposite a crane which was working there. The operator swung the crane and shoved my truck off the road, requiring a tractor to haul it back on the road. When I went to unload the printing presses I found one with a brocken shaft which was hit by the crane.

The Tom Lillebo Co of Reedsport Oregon who are contractors on the job are making no effort to settle for the broken shaft. Bill Gordon was their forman.

Wish you would check this and let me know what I should do.

Thanks
Harry Magee

RECEIVED
FOR FILES
F-59(2)
5802

408 State Highway Building
Salem, Oregon

January 5, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

08-35.6

C. G. Polk, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

Oregon Project F-59(2), Amity-Rickreall Bridges (Contract 5802)
Order for State Force Work for temporary signal installation and removal

We are approving the use of State Forces, as requested in your letter dated December 21, 1960, for the following reasons:

1. The amount of work is too small to warrant a separate contract.
2. The contractor is not properly staffed to do the work.
3. The State has the necessary equipment and a maintenance force adequately trained for such work.
4. Cost comparison shows a considerable savings by accomplishing the work by State Forces.

NOTED
FORREST COOPER

Contract 5802 10-25-60

Monthly Transaction No. RECEIVED 10-21 1960	Form PI (9-12-5 U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project Report No. 5 7-59(2	FEDERAL-AID PROJECT AGREEMENT	County **Polk & Yamhill**
		Project No. **F-59(2)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5802

Project termini

US 99W. Amity to Rickreall

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7-25-60	0.2
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **196,485**	Federal funds $ **121,700**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________
~~Deputy~~ **State Highway Engineer**
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ By **C. G. Polk**
Division Engineer
By:
R. C. Wright
Administrative Manager

Date executed by Division Engineer **October 25, 1960**

USComm-DC 40257

October 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Amity-Rickreall Section, Project No. F-59(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RHC:bb

October 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Amity-Rickreall Section, Project No. F-59(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RHC:sw

Enc.

Oregon State Highway Department

Federal Aid
Project No. F-59(2)

AMITY-RICKREALL SECTION OF PACIFIC HIGHWAY

WEST IN POLK AND YAMHILL COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 14, 1960

Type Code 6201
Roadway (Sta. 34+75 to Sta. 44+50) (Contract No. 5802)

Clearing and Grubbing	All	Required		$ 500.00
Embankment in Place	840	cu.yds.	$ 1.50	1,260.00
12-inch Concrete Pipe	35	lin.ft.	3.00	105.00
Guide Posts, Type W-2	15	only	8.00	120.00
Coarse Crushed Material in Base	960	cu.yds.	5.25	5,040.00
3/4" - 0 Material in Base	150	cu.yds.	6.00	900.00
Sprinkling	30	M-gals.	6.00	180.00
Class "B" Asphaltic Concrete	329	tons	12.00	3,948.00
				$ 12,053.00

Roadway (Sta. 164+00 to Sta. 167+00) (Contract No. 5802)

Clearing and Grubbing	All	Required		$ 550.00
Embankment in Place	470	cu.yds.	$ 1.50	705.00
Metal Guard Rail	125	lin.ft.	3.00	375.00
Coarse Crushed Material in Base	260	cu.yds.	5.50	1,430.00
3/4" - 0 Material in Base	30	cu.yds.	6.00	180.00
Sprinkling	6	M-gals.	15.00	90.00
Class "B" Asphaltic Concrete	35	tons	20.00	700.00
Loose Riprap	130	cu.yds.	8.00	1,040.00
				$ 5,070.00

Roadway (Sta. 363+75 to Sta. 366+25) (Contract No. 5802)

Clearing and Grubbing	All	Required		$ 250.00
Embankment in Place	130	cu.yds.	$ 2.00	260.00
Coarse Crushed Material in Base	260	cu.yds.	5.75	1,495.00
3/4" - 0 Material in Base	30	cu.yds.	6.50	195.00
Sprinkling	6	M-gals.	15.00	90.00
Class "B" Asphaltic Concrete	22	tons	20.00	440.00
Shoring, Cribbing, Etc.	All	Required		1,000.00
Structural Excavation	125	cu.yds.	6.00	750.00
Structural Excavation Below Elevation Shown	5	cu.yds.	12.00	60.00
Furnish Treated Timber Piling	800	lin.ft.	1.40	1,120.00
Drive Timber Piles	32	only	42.00	1,344.00

Class "A" Concrete	67 cu.yds.	$ 80.00	$ 5,360.00
Metal Reinforcement	10,564 lbs.	0.13	1,373.32
Remodel Bridge & Maintain Traffic	All Required		1,000.00
			$ 14,737.32

Roadway (Sta. 543+00 to Sta. 544+50)(Contract No. 5802)

Clearing and Grubbing	All Required		$ 500.00
Embankment in Place	160 cu.yds.	$ 2.00	320.00
7' - 11" Structural Plate Pipe Arch, 12 Gage	80 lin.ft.	58.00	4,640.00
Coarse Crushed Material in Base	150 cu.yds.	6.75	1,012.50
3/4" - 0 Material in Base	20 cu.yds.	7.50	150.00
Sprinkling	4 M-gals.	20.00	80.00
Class "B" Asphaltic Concrete	11 tons	20.00	220.00
Remodel Bridge & Maintain Traffic	All Required		1,500.00
Type 1 Fence	8 rods	10.00	80.00
			$ 8,502.50

Roadway (Sta. 644+50 to Sta. 647+00)(Contract No. 5802)

Clearing and Grubbing	All Required		$ 200.00
Embankment in Place	210 cu.yds.	$ 2.00	420.00
Coarse Crushed Material in Base	260 cu.yds.	5.75	1,495.00
3/4" - 0 Material in Base	30 cu.yds.	6.50	195.00
Sprinkling	6 M-gals.	15.00	90.00
Class "B" Asphaltic Concrete	28 tons	20.00	560.00
			$ 2,960.00
Flagging (57½% of Contractor's Cost)	All Required		2,000.00
Temporary Traffic Control Signals (SF)	All Required		3,000.00
	Subtotal		$ 48,322.82
	10% Engr. & Cont.		4,832.18
	Total		$ 53,155.00

Type Code X021
Amity Bridge (Sta. 37+20.55 to Sta. 40+21.10)(Contract No. 5802)

Shoring and Cribbing	All Required		$ 4,500.00
Structural Excavation	250 cu.yds.	$ 5.00	1,250.00
Structural Excavation Below Elevation Shown	10 cu.yds.	10.00	100.00
Furnish Treated Timber Piling	900 lin.ft.	1.40	1,260.00
Drive Timber Piles	45 only	40.00	1,800.00
Furnish Steel Piling	225 lin.ft.	5.00	1,125.00
Drive Steel Piles	6 only	75.00	450.00
Splice Steel Piles	2 only	35.00	70.00
Class "A" Concrete	365 cu.yds.	70.00	25,550.00
Metal Reinforcement	46,075 lbs.	0.125	5,759.38

50-foot (Nominal) Type III Prestressed Beams	18 only	$940.00	$ 16,920.00
Metal Parapet Rail	596 lin.ft.	6.50	3,874.00
8-inch Metal Drain Pipe	100 lin.ft.	4.00	400.00
Remodel Bridge & Maintain Traffic	All Required		10,000.00
			$ 73,058.38

Type Code X021
Ash Swale Bridge (Sta. 165+19 to Sta. 166+11)(Contract No. 5802)

Shoring, Cribbing, Etc.	All Required		$ 2,000.00
Structural Excavation	150 cu.yds.	$ 8.00	1,200.00
Structural Excavation Below Elevation Shown	5 cu.yds.	10.00	50.00
Furnish Treated Timber Piling	1,760 lin.ft.	1.40	2,464.00
Drive Timber Piles	62 only	42.00	2,604.00
Class "A" Concrete	269 cu.yds.	70.00	18,830.00
Metal Reinforcement	47,448 lbs.	0.13	6,168.24
Remodel Bridge & Maintain Traffic	All Required		1,850.00
			$ 35,166.24

Type Code X021
Baskett Slough Bridge (Sta. 645+58.75 to Sta. 646+00)(Contract No. 5802)

Shoring, Cribbing, Etc.	All Required		$ 2,000.00
Structural Excavation	240 cu.yds.	$ 5.00	1,200.00
Structural Excavation Below Elevation Shown	10 cu.yds.	12.00	120.00
Furnish Treated Timber Piling	1,100 lin.ft.	1.40	1,540.00
Drive Timber Piles	44 only	42.00	1,848.00
Class "A" Concrete	150 cu.yds.	72.00	10,800.00
Metal Reinforcement	23,600 lbs.	0.13	3,068.00
Remodel Bridge & Maintain Traffic	All Required		1,500.00
			$ 22,076.00

Subtotal	$130,300.62
10% Engr. & Cont.	13,029.38
Total	$143,330.00

Length of Roadway - - - - - - - - - - - 0.283 Mile
Length of 3 Structures- - - - - - - - - 0.082 Mile
Total Length - - - - - - - - - - - - 0.365 Mile
Cost of Roadway Per Mile- - - - - - - - $187,826.85

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 53,155.00	$ 32,900.00	$20,255.00
Structures	143,330.00	88,800.00	54,530.00
	$196,485.00	$121,700.00	$74,785.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds For Maint: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid
Project No. F-59(2)

AMITY-RICKREALL SECTION OF PACIFIC HIGHWAY

WEST IN POLK AND YAMHILL COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 22, 1960

Type Code 6201
Roadway (Sta. 34+75 to Sta. 44+50)

Clearing and Grubbing	All	Required		$ 500.00
Embankment in Place	840	cu. yds.	$ 1.50	1,260.00
12-inch Concrete Pipe	35	lin. ft.	3.50	122.50
Guide Posts, Type W-2	15	only	6.75	101.25
Coarse Crushed Material in Base	960	cu. yds.	3.75	3,600.00
3/4" - 0 Material in Base	150	cu. yds.	4.00	600.00
Sprinkling	30	M-gals.	5.00	150.00
Class "B" Asphaltic Concrete	329	tons	10.00	3,290.00
				$ 9,623.75

Roadway (Sta. 164+00 to Sta. 167+00)

Clearing and Grubbing	All	Required		$ 500.00
Embankment in Place	470	cu. yds.	$ 1.50	705.00
Metal Guard Rail	125	lin. ft.	4.50	562.50
Coarse Crushed Material in Base	260	cu. yds.	3.75	975.00
3/4" - 0 Material in Base	30	cu. yds.	4.00	120.00
Sprinkling	6	M-gals.	5.00	30.00
Class "B" Asphaltic Concrete	35	tons	10.00	350.00
Loose Riprap	130	cu. yds.	4.00	520.00
				$ 3,762.50

Roadway (Sta. 363+75 to Sta. 366+25)

Clearing and Grubbing	All	Required		$ 500.00
Embankment in Place	130	cu. yds.	$ 1.50	195.00
Coarse Crushed Material in Base	260	cu. yds.	3.75	975.00
3/4" - 0 Material in Base	30	cu. yds.	4.00	120.00
Sprinkling	6	M-gals.	5.00	30.00
Class "B" Asphaltic Concrete	22	tons	10.00	220.00
Shoring, Cribbing, etc.	All	Required		1,500.00
Structural Excavation	125	cu. yds.	6.00	750.00
Structural Excavation Below Elevation Shown	5	cu. yds.	10.00	50.00
Furnish Treated Timber Piling	800	lin. ft.	1.25	1,000.00
Drive Timber Piles	32	only	65.00	2,080.00
Class "A" Concrete	67	cu. yds.	70.00	4,690.00
Metal Reinforcement	10,564	lbs.	0.15	1,584.60
Remodel Existing Structure	All	Required		500.00
				$ 14,194.60

Roadway (Sta. 543+00 to Sta. 544+50)

Clearing and Grubbing	All Required		$ 500.00
Embankment in Place	160 cu. yds.	$ 1.50	240.00
7'-11" Structural Plate Pipe Arch, 12 Gage	80 lin. ft.	55.00	4,400.00
Coarse Crushed Material in Base	150 cu. yds.	3.75	562.50
3/4" - 0 Material in Base	20 cu. yds.	4.00	80.00
Sprinkling	4 M-gals.	5.00	20.00
Class "B" Asphaltic Concrete	11 tons	10.00	110.00
Remodel Existing Structure	All Required		500.00
			$ 6,412.50

Roadway (Sta. 644+50 to Sta. 647+00)

Clearing and Grubbing	All Required		$ 500.00
Embankment in Place	210 cu. yds.	$ 1.50	315.00
Coarse Crushed Material in Base	260 cu. yds.	3.75	975.00
3/4" - 0 Material in Base	30 cu. yds.	4.00	120.00
Sprinkling	6 M-gals.	5.00	30.00
Class "B" Asphaltic Concrete	28 tons	10.00	280.00
			$ 2,220.00
Flagging (57½% of Contractor's Cost)			2,000.00
	Subtotal		$ 38,213.35
	10% Engr. & Cont.		3,820.65
	Total		$ 42,034.00

Type Code X021
Amity Bridge (Sta. 37+20.55 to Sta. 40+21.10)

Shoring and Cribbing	All Required		$ 1,000.00
Structural Excavation	250 cu. yds.	$ 5.00	1,250.00
Structural Excavation Below Elevation Shown	10 cu. yds.	10.00	100.00
Furnish Treated Timber Piling	900 lin. ft.	1.25	1,125.00
Drive Timber Piles	45 only	60.00	2,700.00
Furnish Steel Piling	225 lin. ft.	5.00	1,125.00
Drive Steel Piles	6 only	60.00	360.00
Splice Steel Piles	2 only	30.00	60.00
Class "A" Concrete	333 cu. yds.	70.00	23,310.00
Metal Reinforcement	42,541 lbs.	0.13	5,530.33
50-foot (Nominal) Type III Prestressed Beams*	18 only	870.00	15,660.00
Metal Rail	618 lin. ft.	12.00	7,416.00
8-inch Metal Drain Pipe	100 lin. ft.	4.00	400.00
Remodel Existing Structure	All Required		3,500.00
			$ 63,536.33

* Prestressed Beam Quantities

Overhead		$200.00
Metal Reinforcement	428 lbs. at $0.12½	53.00
Prestressed Steel	415 lbs. at $0.45	186.00
Class "AA" Concrete	7.7 cu.yd. at $56.00	431.00
		$870.00

Type Code X021
Ash Swale Bridge (Sta. 165+19 to Sta. 166+11)

Shoring, Cribbing, etc.	All Required	$	$ 1,500.00
Structural Excavation	150 cu. yds.	5.00	750.00
Structural Excavation Below Elevation Shown	5 cu. yds.	10.00	50.00
Furnish Treated Timber Piling	730 lin. ft.	1.25	912.50
Drive Timber Piles	26 only	65.00	1,690.00
Class "A" Concrete	269 cu. yds.	70.00	18,830.00
Metal Reinforcement	47,448 lbs.	0.13	6,168.24
Remodel Existing Structure	All Required		2,000.00
			$ 31,900.74

Type Code X021
Baskett Slough Bridge (Sta. 645+58.75 to Sta. 646+00)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	240 cu. yds.	$ 6.00	1,440.00
Structural Excavation Below Elevation Shown	10 cu. yds.	10.00	100.00
Furnish Treated Timber Piling	1,100 lin. ft.	1.50	1,650.00
Drive Timber Piles	44 only	60.00	2,640.00
Class "A" Concrete	150 cu. yds.	70.00	10,500.00
Metal Reinforcement	23,600 lbs.	0.14	3,304.00
Remodel Existing Structure	All Required		1,000.00
			$ 22,634.00

Subtotal	$118,071.07
10% Engr. & Cont.	11,806.93
Total	$129,878.00

Length of Roadway - - - - - - - - - - -	0.283 Mile
Length of 3 Structures- - - - - - - - -	0.082 Mile
Total Length- - - - - - - - - - - - -	0.365 Mile
Cost of Roadway Per Mile- - - - - - -	$148,530.03

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 42,034.00	$ 25,000.00	$ 17.034.00
Structures	129,878.00	79,000.00	50,878.00
	$171,912.00	$104,000.00	$ 67,912.00

Oregon State Highway Department

Federal Aid
Project No. F-59(2)

AMITY-RICKREALL SECTION OF PACIFIC HIGHWAY

WEST IN POLK AND YAMHILL COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 26, 1960

Type Code 6201

Roadway (Sta. 34+75 to Sta. 44+50)

Clearing and Grubbing	All	Required		$ 500.00
Embankment in Place	840	cu.yds.	$1.50	1,260.00
12-inch Concrete Pipe	35	lin.ft.	3.50	122.50
Guide Posts, Type W-2	15	only	6.75	101.25
Coarse Crushed Material in Base	960	cu.yds.	3.75	3,600.00
3/4" - 0 Material in Base	150	cu.yds.	4.00	600.00
Sprinkling	30	M-gals.	5.00	150.00
Class "B" Asphaltic Concrete	329	tons	10.00	3,290.00
				$ 9,623.75

Roadway (Sta. 164+00 to Sta. 167+00.)

Clearing and Grubbing	All	Required		$ 500.00
Embankment in Place	470	cu.yds.	$1.50	705.00
Metal Guard Rail	125	lin.ft.	4.50	562.50
Coarse Crushed Material in Base	260	cu.yds.	3.75	975.00
3/4" - 0 Material in Base	30	cu.yds.	4.00	120.00
Sprinkling	6	M-gals.	5.00	30.00
Class "B" Asphaltic Concrete	35	tons	10.00	350.00
Loose Riprap	130	cu.yds.	4.00	520.00
				$ 3,762.50

Roadway (Sta. 363+75 to Sta. 366+25)

Clearing and Grubbing	All	Required		$ 500.00
Embankment in Place	130	cu.yds.	$1.50	195.00
Coarse Crushed Material in Base	260	cu.yds.	3.75	975.00
3/4" - 0 Material in Base	30	cu.yds.	4.00	120.00
Sprinkling	6	M-gals.	5.00	30.00
Class "B" Asphaltic Concrete	22	tons	10.00	220.00
Shoring, Cribbing, etc.	All	Required		1,500.00
Structural Excavation	125	cu.yds.	6.00	750.00
Structural Excavation Below Elevation Shown	5	cu.yds.	10.00	50.00
Furnish Treated Timber Piling	800	lin.ft.	1.25	1,000.00
Drive Timber Piles	32	only	65.00	2,080.00
Class "A" Concrete	67	cu.yds.	70.00	4,690.00
Metal Reinforcement	10,564	lbs.	.15	1,584.60
Remodel Existing Structure	All	Required		500.00
				$14,194.60

Roadway (Sta. 543+00 to Sta. 544+50)

Clearing and Grubbing	All Required		$ 500.00
Embankment in Place	160 cu.yds.	$1.50	240.00
7'11" Structural Plate Pipe Arch, 12-Gage	80 lin.ft.	55.00	4,400.00
Coarse Crushed Material in Base	150 cu.yds.	3.75	562.50
3/4" - 0 Material in Base	20 cu.yds.	4.00	80.00
Sprinkling	4 M-gals.	5.00	20.00
Class "B" Asphaltic Concrete	11 tons	10.00	110.00
Remodel Existing Structure	All Required		500.00
			$ 6,412.50

Roadway (Sta. 644+50 to Sta. 647+00)

Clearing and Grubbing	All Required		$ 500.00
Embankment in Place	210 cu.yds.	$1.50	315.00
Coarse Crushed Material in Base	260 cu.yds.	3.75	975.00
3/4" - 0 Material in Base	30 cu.yds.	4.00	120.00
Sprinkling	6 M-gals.	5.00	30.00
Class "B" Asphaltic Concrete	28 tons	10.00	280.00
			$ 2,220.00
Flagging (57½% of Contractor's Cost)			2,000.00
	Subtotal		$38,213.35
	10% Engr. & Cont.		3,820.65
	Total		$42,034.00

Type Code X021
Amity Bridge (Sta. 37+20.55 to Sta. 40+21.10)

Shoring, Cribbing, etc.	All Required		$ 1,000.00
Structural Excavation	250 cu.yds.	$5.00	1,250.00
Structural Excavation Below Elevation Shown	10 cu.yds.	10.00	100.00
Furnish Treated Timber Piling	900 lin.ft.	1.25	1,125.00
Drive Timber Piles	45 only	60.00	2,700.00
Furnish Steel Piling	225 lin.ft.	5.00	1,125.00
Drive Steel Piles	6 only	60.00	360.00
Splice Steel Piles	2 only	30.00	60.00
Class "A" Concrete	333 cu.yds.	70.00	23,310.00
Metal Reinforcement	42,541 lbs.	.13	5,530.33
50-foot (Nominal) Type III Prestressed Beams *	18 only	870.00	15,660.00
Metal Rail	618 lin.ft.	12.00	7,416.00
8-inch Metal Drain Pipe	100 lin.ft.	4.00	400.00
Remodel Existing Structure	All Required		3,500.00
			$63,536.33

* Prestressed Beam Quantities

Overhead	$200.00
Metal Reinforcement 428 lbs. at $0.12-1/2	53.00
Prestressed Steel 415 lbs. at $0.45	186.00
Class "AA" Concrete 7.7 cu.yd. at $56.00	431.00
	$870.00

Type Code X021
Ash Swale Bridge (Sta. 165+19 to Sta. 166+11)

Shoring, Cribbing, etc.	All Required		$ 1,500.00
Structural Excavation	150 cu.yds.	$5.00	750.00
Structural Excavation Below Elevation Shown	5 cu.yds.	10.00	50.00
Furnish Treated Timber Piling	1,760 lin.ft.	1.25	2,200.00
Drive Timber Piles	62 only	65.00	4,030.00
Class "A" Concrete	269 cu.yds.	70.00	18,830.00
Metal Reinforcement	47,448 lbs.	.13	6,168.24
Remodel Existing Structure	All Required		2,000.00
			$35,528.24

Type Code X021
Baskett Slough Bridge (Sta. 645+58.75 to Sta. 646+00)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	240 cu.yds.	$6.00	1,440.00
Structural Excavation Below Elevation Shown	10 cu.yds.	10.00	100.00
Furnish Treated Timber Piling	1,100 lin.ft.	1.50	1,650.00
Drive Timber Piles	44 only	60.00	2,640.00
Class "A" Concrete	150 cu.yds.	70.00	10,500.00
Metal Reinforcement	23,600 lbs.	.14	3,304.00
Remodel Existing Structure	All Required		1,000.00
			$22,634.00

Subtotal	$121,698.57
10% Engr. & Cont.	12,169.43
Total	$133,868.00

Length of Roadway . . . . 0.283 mile
Length of 3 Structures . . . . 0.082 mile
Total Length . . . . 0.365 mile
Cost of Roadway per mile $148,530.03

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 42,034.00	$ 25,000.00	$ 17,034.00
Structures	133,868.00	80,000.00	53,868.00
	$175,902.00	$105,000.00	$ 70,902.00

Oregon State Highway Department

Federal Aid
Project No. F-59(2)

AMITY-RICKREALL SECTION OF PACIFIC HIGHWAY

WEST IN POLK AND YAMHILL COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 30, 1960

Type Code 6201
Roadway (Sta. 34+75 to Sta. 44+50)

Clearing and Grubbing	All	Required		$ 500.00
Embankment in Place	840	cu.yds.	$ 1.50	1,260.00
12-inch Concrete Pipe	35	lin.ft.	3.50	122.50
Guide Posts, Type W-2	15	only	6.75	101.25
Coarse Crushed Material in Base	960	cu.yds.	3.75	3,600.00
3/4" - 0 Material in Base	150	cu.yds.	4.00	600.00
Sprinkling	30	M-gals.	5.00	150.00
Class "B" Asphaltic Concrete	329	tons	10.00	3,290.00
				$ 9,623.75

Roadway (Sta. 164+00 to Sta. 167+00)

Clearing and Grubbing	All	Required		$ 500.00
Embankment in Place	470	cu.yds.	$ 1.50	705.00
Metal Guard Rail	125	lin.ft.	4.50	562.50
Coarse Crushed Material in Base	260	cu.yds.	3.75	975.00
3/4" - 0 Material in Base	30	cu.yds.	4.00	120.00
Sprinkling	6	M-gals.	5.00	30.00
Class "B" Asphaltic Concrete	35	tons	10.00	350.00
Loose Riprap	130	cu.yds.	4.00	520.00
				$ 3,762.50

Roadway (Sta. 363+75 to Sta. 366+25)

Clearing and Grubbing	All	Required		$ 500.00
Embankment in Place	130	cu.yds.	$ 1.50	195.00
Coarse Crushed Material in Base	260	cu.yds.	3.75	975.00
3/4" - 0 Material in Base	30	cu.yds.	4.00	120.00
Sprinkling	6	M-gals.	5.00	30.00
Class "B" Asphaltic Concrete	22	tons	10.00	220.00
Shoring, Cribbing, Etc.	All	Required		1,000.00
Structural Excavation	125	cu.yds.	6.00	750.00
Structural Excavation Below Elevation Shown	5	cu.yds.	10.00	50.00

Furnish Treated Timber Piling	800 lin.ft.	$ 1.25	$ 1,000.00
Drive Timber Piles	32 only	65.00	2,080.00
Class "A" Concrete	67 cu.yds.	85.00	5,695.00
Metal Reinforcement	10,564 lbs.	0.15	1,584.60
Remodel Bridge & Maintain Traffic	All Required		1,500.00
			$ 15,699.60

Roadway (Sta. 543+00 to Sta. 544+50)

Clearing and Grubbing	All Required		$ 500.00
Embankment in Place	160 cu.yds.	$ 1.50	240.00
7' - 11" Structural Plate Pipe Arch, 12 Gage	80 lin.ft.	55.00	4,400.00
Coarse Crushed Material in Base	150 cu.yds.	3.75	562.50
3/4" - 0 Material in Base	20 cu.yds.	4.00	80.00
Sprinkling	4 M-gals.	5.00	20.00
Class "B" Asphaltic Concrete	11 tons	10.00	110.00
Remodel Bridge & Maintain Traffic	All Required		1,000.00
Type 1 Fence	8 rods	10.00	80.00
			$ 6,992.50

Roadway (Sta. 644+50 to Sta. 647+00)

Clearing and Grubbing	All Required		$ 500.00
Embankment in Place	210 cu.yds.	$ 1.50	315.00
Coarse Crushed Material in Base	260 cu.yds.	3.75	975.00
3/4" - 0 Material in Base	30 cu.yds.	4.00	120.00
Sprinkling	6 M-gals.	5.00	30.00
Class "B" Asphaltic Concrete	28 tons	10.00	280.00
			$ 2,220.00

Flagging (57½% of Contractor's Cost)	All Required	$ 2,000.00
Temporary Traffic Control Signals (SF)	All Required	3,000.00
	Subtotal	$ 43,298.35
	10% Engr. & Cont.	4,329.65
	Total	$ 47,628.00

Type Code X021
Amity Bridge (Sta. 37+20.55 to Sta. 40+21.10)

Shoring and Cribbing	All Required		$ 3,000.00
Structural Excavation	250 cu.yds.	$ 5.00	1,250.00
Structural Excavation Below Elevation Shown	10 cu.yds.	10.00	100.00
Furnish Treated Timber Piling	900 lin.ft.	1.25	1,125.00

Drive Timber Piles	45	only	$ 60.00	$ 2,700.00
Furnish Steel Piling	225	lin.ft.	5.00	1,125.00
Drive Steel Piles	6	only	60.00	360.00
Splice Steel Piles	2	only	30.00	60.00
Class "A" Concrete	365	cu.yds.	70.00	25,550.00
Metal Reinforcement	46,075	lbs.	0.13	5,989.75
50-foot (Nominal) Type III Prestressed Beams*	18	only	870.00	15,660.00
Metal Parapet Rail	596	lin.ft.	10.00	5,960.00
8-inch Metal Drain Pipe	100	lin.ft.	4.00	400.00
Remodel Bridge & Maintain Traffic	All	Required		10,000.00
				$ 73,279.75

* Prestressed Beam Quantities

Overhead		$200.00
Metal Reinforcement	428 lbs. at $0.12½	53.00
Prestressed Steel	415 lbs. at $0.45	186.00
Class "AA" Concrete	7.7 cu.yd. at $56.00	431.00
		$870.00

Type Code X021
Ash Swale Bridge (Sta. 165+19 to Sta. 166+11)

Shoring, Cribbing, Etc.	All	Required		$ 2,000.00
Structural Excavation	150	cu.yds.	$ 5.00	750.00
Structural Excavation Below Elevation Shown	5	cu.yds.	10.00	50.00
Furnish Treated Timber Piling	1,760	lin.ft.	1.25	2,200.00
Drive Timber Piles	62	only	65.00	4,030.00
Class "A" Concrete	269	cu.yds.	70.00	18,830.00
Metal Reinforcement	47,448	lbs.	0.13	6,168.24
Remodel Bridge & Maintain Traffic	All	Required		2,500.00
				$ 36,528.24

Type Code X021A
Baskett Slough Bridge (Sta. 645+58.75 to Sta. 646+00)

Shoring, Cribbing, Etc.	All	Required		$ 2,000.00
Structural Excavation	240	cu.yds.	$ 6.00	1,440.00
Structural Excavation Below Elevation Shown	10	cu.yds.	10.00	100.00
Furnish Treated Timber Piling	1,100	lin.ft.	1.50	1,650.00
Drive Timber Piles	44	only	60.00	2,640.00
Class "A" Concrete	150	cu.yds.	70.00	10,500.00
Metal Reinforcement	23,600	lbs.	0.14	3,304.00
Remodel Bridge & Maintain Traffic	All	Required		2,000.00
				$ 23,634.00

Subtotal	$133,441.99
10% Engr. & Cont.	13,344.01
Total	$146,786.00

Length of Roadway	0.283 Mile
Length of 3 Structures.	0.082 Mile
Total Length	0.365 Mile
Cost of Roadway Per Mile.	$168,296.80

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 47,628.00	$ 29,000.00	$ 18,628.00
Structures	146,786.00	89,000.00	57,786.00
	$194,414.00	$118,000.00	$ 76,414.00

Oregon State Highway Department

Federal Aid
Project No. F-59(2)

AMITY-RICKREALL SECTION OF PACIFIC HIGHWAY

WEST IN POLK AND YAMHILL COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 26, 1960

Type Code 6201
Roadway (Sta. 34+75 to Sta. 44+50)

Clearing and Grubbing	All Required		$ 800.00
Embankment in Place	840 cu.yds.	$ 1.50	1,260.00
12-inch Concrete Pipe	35 lin.ft.	4.00	140.00
Guide Posts, Type W-2	15 only	7.00	105.00
Coarse Crushed Material in Base	960 cu.yds.	4.50	4,320.00
3/4" - 0 Material in Base	150 cu.yds.	5.00	750.00
Sprinkling	30 M-gals.	5.00	150.00
Class "B" Asphaltic Concrete	329 tons	13.00	4,277.00
			$ 11,802.00

Roadway (Sta. 164+00 to Sta. 167+00)

Clearing and Grubbing	All Required		$ 500.00
Embankment in Place	470 cu.yds.	$ 2.50	1,175.00
Metal Guard Rail	125 lin.ft.	4.50	562.50
Coarse Crushed Material in Base	260 cu.yds.	4.50	1,170.00
3/4" - 0 Material in Base	30 cu.yds.	5.00	150.00
Sprinkling	6 M-gals.	5.00	30.00
Class "B" Asphaltic Concrete	35 tons	15.00	525.00
Loose Riprap	130 cu.yds.	7.00	910.00
			$ 5,022.50

Roadway (Sta. 363+75 to Sta. 366+25)

Clearing and Grubbing	All Required		$ 500.00
Embankment in Place	130 cu.yds.	$ 2.50	325.00
Coarse Crushed Material in Base	260 cu.yds.	4.50	1,170.00
3/4" - 0 Material in Base	30 cu.yds.	5.00	150.00
Sprinkling	6 M-gals.	5.00	30.00
Class "B" Asphaltic Concrete	22 tons	15.00	330.00
Shoring, Cribbing, Etc.	All Required		1,500.00
Structural Excavation	125 cu.yds.	6.00	750.00
Structural Excavation Below Elevation Shown	5 cu.yds.	10.00	50.00

Furnish Treated Timber Piling	800 lin.ft.	$ 1.40	$ 1,120.00
Drive Timber Piles	32 only	55.00	1,760.00
Class "A" Concrete	67 cu.yds.	90.00	6,030.00
Metal Reinforcement	10,564 lbs.	0.13	1,373.32
Remodel Bridge & Maintain Traffic	All Required		2,500.00
			$ 17,588.32

Roadway (Sta. 543+00 to Sta. 544+50)

Clearing and Grubbing	All Required		$ 500.00
Embankment in Place	160 cu.yds.	$ 2.50	400.00
7' - 11" Structural Plate Pipe Arch, 12 Gage	80 lin.ft.	60.00	4,800.00
Coarse Crushed Material in Base	150 cu.yds.	5.00	750.00
3/4" - 0 Material in Base	20 cu.yds.	6.00	120.00
Sprinkling	4 M-gals.	10.00	40.00
Class "B" Asphaltic Concrete	11 tons	15.00	165.00
Remodel Bridge & Maintain Traffic	All Required		1,300.00
Type 1 Fence	8 rods	10.00	80.00
			$ 8,155.00

Roadway (Sta. 644+50 to Sta. 647+00)

Clearing and Grubbing	All Required		$ 500.00
Embankment in Place	210 cu.yds.	$ 2.50	525.00
Coarse Crushed Material in Base	260 cu.yds.	5.00	1,300.00
3/4" - 0 Material in Base	30 cu.yds.	6.00	180.00
Sprinkling	6 M-gals.	10.00	60.00
Class "B" Asphaltic Concrete	28 tons	15.00	420.00
			$ 2,985.00

Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
Temporary Traffic Control Signals (SF)	All Required		3,000.00
	Subtotal		$ 50,552.82
	10% Engr. & Cont.		5,055.18
	Total		$ 55,608.00

Type Code X021
Amity Bridge (Sta. 37+20.55 to Sta. 40+21.10)

Shoring and Cribbing	All Required		$ 4,000.00
Structural Excavation	250 cu.yds.	$ 6.50	1,625.00
Structural Excavation Below Elevation Shown	10 cu.yds.	10.00	100.00
Furnish Treated Timber Piling	900 lin.ft.	1.40	1,260.00
Drive Timber Piles	45 only	60.00	2,700.00

Furnish Steel Piling	225	lin.ft.	$ 5.00	$ 1,125.00
Drive Steel Piles	6	only	70.00	420.00
Splice Steel Piles	2	only	50.00	100.00
Class "A" Concrete	365	cu.yds.	75.00	27,375.00
Metal Reinforcement	46,075	lbs.	0.13	5,989.75
50-foot (Nominal) Type III Prestressed Beams*	18	only	870.00	15,660.00
Metal Parapet Rail	596	lin.ft.	13.00	7,748.00
8-inch Metal Drain Pipe	100	lin.ft.	4.00	400.00
Remodel Bridge & Maintain Traffic	All	Required		12,000.00
				$ 80,502.75

* Prestressed Beam Quantities

Overhead		$200.00
Metal Reinforcement	428 lbs. at $ 0.12½	53.00
Prestressed Steel	415 lbs. at $ 0.45	186.00
Class "AA" Concrete	7.7 cu.yds. at $56.00	431.00
		$870.00

Type Code X021
Ash Swale Bridge (Sta. 165+19 to Sta. 166+11)

Shoring, Cribbing, Etc.	All	Required		$ 2,500.00
Structural Excavation	150	cu.yds.	$ 6.00	900.00
Structural Excavation Below Elevation Shown	5	cu.yds.	10.00	50.00
Furnish Timber Piling	1,760	lin.ft.	1.40	2,464.00
Drive Timber Piles	62	only	55.00	3,410.00
Class "A" Concrete	269	cu.yds.	75.00	20,175.00
Metal Reinforcement	47,448	lbs.	0.13	6,168.24
Remodel Bridge & Maintain Traffic	All	Required		3,000.00
				$ 38,667.24

Type Code X021
Baskett Slough Bridge (Sta. 645+58.75 to Sta. 646+00)

Shoring, Cribbing, Etc.	All	Required		$ 2,500.00
Structural Excavation	240	cu.yds.	$ 6.00	1,440.00
Structural Excavation Below Elevation Shown	10	cu.yds.	10.00	100.00
Furnish Treated Timber Piling	1,100	lin.ft.	1.50	1,650.00
Drive Timber Piles	44	only	55.00	2,420.00
Class "A" Concrete	150	cu.yds.	80.00	12,000.00
Metal Reinforcement	23,600	lbs.	0.13	3,068.00
Remodel Bridge & Maintain Traffic	All	Required		3,000.00
				$ 26,178.00

Subtotal	$145,347.99
10% Engr. & Cont.	14,534.01
Total	$159,882.00

Length of Roadway - - - - - - - - - - -	0.283 Mile
Length of 3 Structures- - - - - - - - -	0.082 Mile
Total Length- - - - - - - - - - - - - -	0.365 Mile
Cost of Roadway Per Mile- - - - - - -	$196,494.69

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 55,608.00	$ 33,500.00	$ 22,108.00
Structures	159,882.00	97,500.00	62,382.00
	$215,490.00	$131,000.00	$ 84,490.00

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
OCT 17 1960
FOR FILING

F-59 (2)
5802

October 17, 1960

Tom Lillebo Construction Co.,
Box 365
Reedsport
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5802, awarded September 29, 1960, for structures (4)-grading-paving the Amity-Rickreall Section of Pacific Highway West in Yamhill-Polk Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

RECEIVED

FOR FILING

7-59 (2)

5802

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1960

SUBJECT: Amity-Rickreall Section Bridge
Widening
Contract No. 5802
Traffic Signals

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

Special provisions for the subject job contain the following statement: "Traffic control signals will be installed, maintained, and removed by others at the Amity Bridge and at the Ash Swale Bridge for control of one-way traffic after remodeling of existing structures begins."

I have contacted the Bureau of Public Roads, and Mr. Tokerud has indicated to me that they will approve this State Force Order; provided, the proper procedure is followed on State Force work on contract jobs. This procedure has been followed in the past and has worked out very satisfactorily insofar as the overall cost goes.

At the Cape Creek Tunnel a bid item was made of traffic control which included one-way signals, and this bid item was bid at $15,000. I understand that the controls themselves cost the contractor $10,000 for rental and installation. On the present contract the signals will be used at two different jobs, and I believe that the overall cost of the project by doing this work as State Force is considerably less than by doing it by contract.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

IDM/mm

NOTED
G. S. PAXSON

RECEIVED
OCT 11 1960
FOR FILING
7-59 (2)
5802

Salem, Oregon
October 11, 1960

Amity-Rickreall Section
Pacific Highway West
Contract 5802

Mr. Ivan Merchant
Bridge Engineer
BUILDING

I am returning an Order for State Work and Order for Extra Work No. 1 on the Amity-Rickreall Section, US99W, Contract 5802.

I understand that the State is to pay 57.5 percent of the flagging costs and the contractor to pay 42.5 percent. However, the Order for State Work apparently assesses all the costs for traffic control signs and signals against the State.

If these signs and signals are the best and cheapest method of traffic control, why should not the contractor bear 42.5 percent of this cost?

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
attach.

27-1057

FORM E-30 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1960

SUBJECT: Amity-Rickreall Section
Pacific Highway West
Contract 5802

To:
Mr. Ivan Merchant
Bridge Engineer
Department

Herewith Order for Extra Work No. 1 and Order for State Force Work covering installation of traffic control signs on the subject contract.

Order for Extra Work No. 1 provides for the State to pay their proportionate share of flagging costs in accordance with the special provisions for this project.

Order for State Force Work provides for the State to install, maintain and remove traffic control signs and signals during the construction of the Amity Bridge No. 416-A and the Ash Swale Bridge No. 372-A.

The roadway will be restricted at the bridge sites during construction and it is thought better and cheaper to control this one-way traffic by signals rather than by flagmen. The specifications state traffic control signals will be installed at these areas by others.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM

RECEIVED
OCT [illegible] - 1960

FOR FILING
F-59(2)

3802

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

September 29, 1960

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project F-59(2), Amity-Rickreall Section
Pacific Highway West

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 3802 for Oregon Project F-59(2), Amity-Rickreall Section, Pacific Highway West, to Tom Lillebo Construction Company of Reedsport, Oregon, low bidder in the amount of $173,623.44 at the September 27, 1960 bid opening.

FORM E 121 K 75M 1-60

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 21, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of Way Status
Amity-Rickreall Section
Pacific Highway
Polk County

Dear Sir:

Rights of way for this project cover seven files. Six of these files have been negotiated, and it was determined that a small area under File No. 31514 has now been transferred to a new owner.

File No. 31566 was set up to cover this minor area of 0.03 acre. The owner of this tract resides in California, and negotiations must be carried on by mail. The appraised consideration involved is $25.

It is believed that a settlement will be reached. In the event such is not possible, a condemnation proceeding will be immediately initiated and the complaint filed by the time the State Highway Commission meets for awarding the contract on August 17.

Very truly yours,

[illegible]
Assistant Right of Way Engineer

[illegible]:ag

cc Mr. Forrest Cooper✓
Mr. L. I. Linlas
Mr. R. L. Porter

NOTED
FORREST COOPER

RECEIVED
JUL 21 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

F 59(2)

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

July 25, 1960

#5412

F-3

C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

Oregon Project F-59(2)

We have today approved the P. S. and E. documents for Oregon Project F-59(2), Amity to Rickreall Section of the Pacific Highway West.

This is to authorize your advertising for bids.

Approval is subject to your making any corrections which may be found necessary following a more complete review of the P. S. and E.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired. Authorization is given, although as stated in Mr. Moehring's letter of July 21, negotiations have not been completed for one small parcel of right-of-way. This action is being taken as no difficulty is anticipated in securing the remaining parcel and we believe it would be against the public interest to delay advertising on this account.

Porter

NOTED
FORREST COOPER

S-238(5) Sheep Creek Hill-Hayden Creek 1960
Section-Little Sheep Creek Hwy.
#5803

.. Contract 5803   4-13-62

RECEIVED
25 1962

Monthly transaction number 477	F[illegible]-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report Number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-13-62	County Wallowa
		Project number S-238(5)

5803 The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 18, 19 60, is hereby modified as follows:

Revised estimated total cost of project	$ 262,471.00
Revised Federal funds	$ 161,669.00
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13 day of April, 19 62.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [illegible]

ASSISTANT State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ XX C. G. Polk
Division Engineer

By: L. R. Backlund
L. R. Backlund
Acting Administrative Manager

USComm-DC 11170

April 12, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Sheep Creek Hill-Hayden Creek Section, Project No. S-238(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

RECEIVED
OCT 1960
FOR FILING

Monthly Transaction No.	Form -2 (9- 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. -234 (5)	FEDERAL-AID PROJECT AGREEMENT	County **Wallowa**
		Project No. **S-238(5)**

5803

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **St. Rd. 8 mi. E. of Joseph W. 6.4 mi. (Sheep Cr. Hill-Hayden Cr. Section)**

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6-21-60	6.3
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 245,135	Federal funds $ 154,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________
State Highway Engineer
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ By **C. G. Polk**
Division Engineer

By: R. C. Wright
Administrative Manager

Date executed by Division Engineer **October 18, 1960**

USComm-DC 40257

October 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Sheep Creek Hill-Hayden Creek Section, Project No. S-238(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

October 6, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Sheep Creek Hill-Hayden Creek Section, Project No. S-238(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. W. Nash
Federal Aid Engineer

RMC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-238(5)

[illegible] SECTION

OF THE [illegible] HIGHWAY IN [illegible] COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 6, 1960

Type Code 5231
Roadway (Sta. 433+50 to Sta. 770+40)(Contract No. 5803)

Clearing and Grubbing	All	Required		$ 7,000.00
Drainage Excavation, Unclassified	690	cu.yds.	$ 2.00	1,380.00
Special Borrow Excavation, Unclassified	16,670	cu.yds.	0.60	10,002.00
General Excavation, Unclassified	68,640	cu.yds.	0.63	43,243.20
Short Overhaul	222,100	yd.stas.	0.02	4,442.00
Long Overhaul	6,800	C-yd.stas.	0.40	2,720.00
Finishing Roadbed and Slopes	6.37	miles	300.00	1,911.00
Rounding Outbanks	7,900	lin.ft.	0.15	1,185.00
12-inch Corrugated Metal Pipe	200	lin.ft.	4.00	800.00
18-inch Corrugated Metal Pipe	1,180	lin.ft.	5.50	6,490.00
24-inch Corrugated Metal Pipe	80	lin.ft.	8.60	688.00
84-inch Corrugated Metal Pipe	26	lin.ft.	55.00	1,430.00
58-inch Arch Type Corrugated Metal Pipe	40	lin.ft.	26.58	1,063.20
Salvaging Culvert Pipe	72	lin.ft.	10.00	720.00
Metal Guard Rail	600	lin.ft.	2.85	1,710.00
Guide Posts, Type W-2	320	only	7.75	2,480.00
Coarse Crushed Material in Base	45,500	tons	1.44	65,520.00
3/4" - 0 Material in Base	10,800	tons	1.49	16,092.00
Sprinkling	1,250	M-gals.	2.00	2,500.00
Preparation of Base	6.37	miles	165.00	1,051.05
3/4" - 0 Material in Base	590	cu.yds.	3.35	1,976.50
Furnishing and Placing Aggregates	3,840	cu.yds.	3.66	14,054.40
MC-2 Asphalt	92	tons	50.60	4,655.20
120-150 Asphalt	280	tons	48.45	13,566.00
RS-1 Asphalt	80	tons	50.60	4,048.00
Extra for Oiling Approaches	16	only	30.00	480.00
Type 1 Fence	1,940	rods	5.12	9,932.80
				$221,100.35
Flagging (57½% of Contractor's Cost)	All	Required		1,500.00
Signing (Temporary)	All	Required		250.00
	Subtotal			$222,850.35
	10% Engr. & Cont.			22,284.65
			Total	$245,135.00

Length of Roadway	6.371 Miles
Length of 2 Structures	0.009 Mile
Total Length	6.380 Miles
Cost of Roadway Per Mile	$38,476.69

Federal Funds	$154,000.00
State Funds	91,135.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

State Funds For Maint.: Chap. 529, Laws 1939

RECEIVED
NOV 1 1961
FOR FILING

5803

October 31, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5803 for grading-oiling the Sheep Creek Hill-Hayden Creek Section of the Little Sheep Creek Secondary Highway in Wallowa County was completed by the contractor, J. F. Konen Const. Co. Inc., on August 17, 1961, and was formally accepted by the Highway Commission on September 15, 1961.

Final payment in the amount of $7,001.70 will be released to the contractor on or after November 7, 1961. The total contract amount is $231,999.76, of which amount $1,749.17 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

BY:
C. W. Head, Assistant Secretary

dc

cc: J. F. KONEN CONST. CO. INC.,
P. O. Box 668
Lewiston
Idaho

RECEIVED
AUG 22 1961
FOR FILING

August 21, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 17, 1961, on Contract No. 5003, Sheep Creek Hill-Hayden Creek Section, in Wallowa County, in connection with Federal Aid Project No. S-230(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Mr. H. S. Cox

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 19, 1961

Section Sheep Creek Hill-Hayden Creek
Kind of work Grading & Oiling
Highway Little Sheep Cr. County Wallowa
Section prefix 132-1031
Contractor J. F. Konen Const. Co., Inc.
Contract number 5803
Date of contract Sept. 29, 1960
Specified work days 110
Date work started Oct. 6, 1960
Work days used 88
Project authorization $254,081.64
Exclusive of engineering $256,013.61
Per cent of time elapsed 80%
Estimated cost of completed project, exclusive of engineering $233,642.10
Estimated per cent overrun or underrun overrun 2.35%
Per cent of contract completed, based on estimated cost 100%
Engineering authorization $18,068.03
Engineering cost to date $26,562.66, 147%
Date project was completed August 17, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor finished painting the guard rail this week. The project is completed and this is the final report.

The semi-final estimate and supporting data is entirely completed and will be sent to the division office as soon as the contractor sends me the wage certification forms which should be Monday, Aug. 21.

FINAL REPORT

NOTED

Signed L. V. Blickenstaff

Address Box 73, Elgin

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.37	6.37		6.37	
Miles partially completed					
Miles completed	6.37	6.37		6.37	
Total estimated quantities (contract)	86,000	56,300		4,428 Cy. 452 tons	
Total quantities corrected to date	100,500	54,375		4,480 Cy. 447 tons	
Estimated quantities moved or placed to date	100,500	54,375		4,480 Cy. 447 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	4				
Average force on project for week	3				

Men	3
Supervision	
Men and trucks under 3 tons	1
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., Paint spraying outfit 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	hot all week		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
FORM E-30X 50M 7-59 22125
MAY 5 1961
FOR FILING

5-338([illegible])

5413

To:

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 3, 1961

SUBJECT: File 31331 - Freudenberg
Sheep Cr. Hill-Hayden Creek
Little Sheep Creek Highway
Contract 5803

Mr. Tom Edwards
Construction Engineer
Salem

Reference is made to Mr. Paxson's letter to this office under date of April 28, 1961, on the subject file. The matter of reducing the right of way width for the benefit of the property owner's stock raising activities, has been under discussion for some months.

We promised Mr. Freudenberg that we would reduce the right of way width as soon as the job was far enough along so that we could determine our actual needs. This point has been reached. Mr. Blickenstaff has made a report thereon as per the attached copy of his letter dated May 1, 1961. From the information contained in this letter, you can prepare a description for deed from the State to Freudenberg. This has to do with that section from Station 766+75 to 771+50 mentioned in the first part of Blickenstaff's letter.

The penultimate paragraph in Blickenstaff's letter mentions reduction in right of way width directly across the road on property that is in the name of Ross in our records. However, Mr. Ricker, Attorney for Freudenberg, advises that this is now in the name of Freudenberg.

The last paragraph of Mr. Blickenstaff's letter suggests that the right of way width be changed to a 60 foot width on the right between Stations 760+73.91 and 771+36.17. We concur in this suggestion. The reason we bought the 100 foot right of way on the right to begin with was to allow us to make a channel change in the Little Sheep Creek. This channel change has now been made and we have no further use for right of way width in excess of the suggested 60 feet.

We have a deed for the Freudenberg property, file 31331, but do not yet have a deed for the Ross property, now in the name of Freudenberg, file 31333. The Right of Way Agent is dealing today with Freudenberg, or Ross, as the case may be. If he does not get the owner's name on the deed, then we will change the description to fit our suggested 60 foot width in place of the 100 foot width as previously requested.

To summarize:

1. We recommend deed~~ed~~ing back to Freudenberg under file 31331, all property outside of the right of way lines as suggested in Blickenstaff's letter.

2. We recommend changing the deed from Freudenberg - Ross, file 31333, to call for 60 foot maximum width along that section recommended by Blickenstaff. Or, if deed is already signed today, that we deed to Ross or Freudenberg the property outside of the 60 foot maximum width.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:dj
Encl.

cc: Mr. G. S. Paxson ✓
Mr. W. T. Wright
Mr. K. A. Chatwood

RECEIVED
MAY 4 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 1961
FOR FILING

S-238(5)

5803

April 28, 1961

Mr. Lorin M. Ricker
Attorney at Law
Title Building
Enterprise, Oregon

Dear Mr. Ricker:

I am forwarding a copy of your letter of April 27 to Mr. A. F. Parson, Division Engineer at La Grande, requesting that he contact Mr. Freudenberg in the very near future.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:me Cooper
cc Mr. A. F. Parson

FORM E-30X—30M—2-59—19190

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1961

SUBJECT: Freudenberg property -
Sheep Creek Hill-Hayden Creek
Section, Little Sheep Creek
Highway (Contract No. 5803)

To:
Mr. A. F. Parson
Division Engineer
La Grande, Oregon

Herewith a copy of a letter from Lorin M. Ricker, apparently an attorney for Mr. Harry Freudenberg. Please refer to Mr. Williams' letter of December 22, 1960, of which you have a copy, and arrange to see Mr. Freudenberg and advise what can be done.

G S Paxson

G. S. Paxson
Assistant State Highway Engineer

GSP:me
Enclosure
cc Forrest Cooper ✓
Tom Edwards
Walter Wright

LORIN M. RICKER
Attorney at Law
Title Building Enterprise, Oregon Telephone 1611

April 27, 1961

State Highway Department
Salem, Oregon

Attention: W. C. Williams, State
Highway Engineer

Re: Freudenberg Property, Sheep Creek
Hill-Hayden Creek Section

Dear Mr. Williams:

Reference is made to your letter of December 22, 1961 addressed to me regarding excess right of way opposite Station 768 on the captioned highway.

Mr. Harry Freudenberg was in my office yesterday and stated that he was ready to turn his cattle out and would like to get the matter of the fence at the rocky point in question finished.

Would you please have your district engineer contact me as soon as possible on this matter.

Sincerely yours,

MRicker
LORIN M. RICKER

LMR:fc

cc: Mr. A. F. Parson
Division Engineer
La Grande, Oregon

RECEIVED
APR 28 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 1 1961
FOR FILING

S-238 (5)
5803

Salem, Oregon
April 28, 1961

Freudenberg property -
Sheep Creek Hill-Hayden Creek
Section, Little Sheep Creek
Highway (Contract No. 5803)

Mr. A. F. Parson
Division Engineer
La Grande, Oregon

Herewith a copy of a letter from Lorin M. Ricker, apparently an attorney for Mr. Harry Freudenberg. Please refer to Mr. Williams' letter of December 22, 1960, of which you have a copy, and arrange to see Mr. Freudenberg and advise what can be done.

G. S. Paxson
Assistant State Highway Engineer

GSP:me
Enclosure
cc Forrest Cooper (with file)
Tom Edwards
Walter Wright

RECEIVED
1960
FOR FILING
5803

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1960

SUBJECT: R/W File 31331 - Freudenberg
Sheep Creek Hill-Hayden Creek
Little Sheep Creek Secondary

To:

Mr. Walter T. Wright
Right of Way Engineer
Office

We have recently had correspondence from a Mr. Freudenberg on this section in which he requested to be allowed to use excess State Highway right of way between Station 767 and 771 as a stock pass. Apparently, the fence located on this right of way ties into a rock knob left of Station 769. A combination of the fence and the rock knob serve to keep Mr. Freudenberg's cattle from passing in a north to south direction parallel to the highway.

The field has informed us that they will have excess right of way available in this area at the conclusion of the grading work some time this coming February. They recommend that Mr. Freudenberg be contacted concerning the purchase by him of the excess right of way and in this connection, I suggest that you inform Mr. Haskin of the matter.

All the correspondence we have had with the Freudenbergs has been through their attorney who is Loren M. Ricker, Chrisman and Ricker, 108 West Main Street, Enterprise. I enclose a copy of a sketch map showing the area involved. Mr. Haskins should check with Division Engineer Parson before finalizing any sale.

Tom Edwards
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

NOTED
FORREST COOPER

FBK:fp

Enc.

cc Forrest Cooper
A. F. Parson

RECEIVED
1960
ENGINEER

S-239 (5)

5803

December 22, 1960

Mr. Lorin M. Ricker
Chrisman and Ricker
Attorneys at Law
108 West Main Street
Enterprise, Oregon

Dear Mr. Ricker:

Reference is made to your letter of November 23 in which you again discuss the problem of your client, Mr. Freudenberg, on the Sheep Creek Hill-Hayden Creek Section of the Little Sheep Creek Highway. As stated in this letter, the right of way meets a rocky point opposite Station 763 and Mr. Freudenberg feels that his cattle will not climb over this rocky point when passing from the south to the north.

It appears at this time that we will have excess right of way in this area and at such time as the contract has been completed, arrangements may be made to sell back to Mr. Freudenberg enough right of way to allow passage for his cattle between the rock and the state highway fence. We anticipate knowing the extent of this excess right of way in the spring of 1961, and we are instructing our Division Engineer, Mr. A. F. Parson, to contact you and further discuss the problem with you.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Forrest Cooper
Tom Edwards
Walter T. Wright
A. F. Parson
FBK:fp ms

CHRISMAN & RICKER
ATTORNEYS AT LAW
[illegible]
[illegible]
ENTERPRISE, OREGON

[illegible]
[illegible]

[illegible]

November [illegible]3, [illegible]

Mr. Lester Blickenstaff, Resident Engr.
Oregon State Highway Commission
P. O. Box [illegible]
Elgin, Oregon

Re: Freudenberg right of way

Dear Mr. Blickenstaff:

After you were in my office the other day, I checked again with Mr. Freudenberg regarding his complaint on the fencing along the right of way of the Joseph-Imnaha highway.

Yesterday I made a trip to the place that he was discussing and find that it is the area between 766+50 and 771+50. On the map this shows that you acquire 160 feet from the centerline of the highway. The main point that Mr. Freudenberg is complaining about is directly up the hill from 768 where the corner of the fence meets a rocky point. It is Mr. Freudenberg's feeling that this will stop the cattle from passing to the north. I notice that the telephone pole was set approximately 60 - 70 feet from the centerline of the road, which would indicate that you do not intend to make a big cut at this spot. Therefore, we wonder why it was necessary to place the fence so far from the actual road. Is there any way possible that the fence could be changed so as to leave the cattle passage?

Would you please drop in my office the next time you are up this way so we can discuss this matter further?

Sincerely yours,

Lorin M. Ricker

LMR:ec

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
OCT 31 1960
FOR FILING
[illegible]
[illegible]

October 31, 1960

J. F. Konen Construction Co. Inc.,
P. O. Box 668
Lewiston
Idaho

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5803, awarded September 29, 1960, for grading-oiling the Sheep Creek Hill-Hayden Creek Section of the Little Sheep Creek Secondary Highway in Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Encl.

RECEIVED
OCT 1960
FOR FILING
S 238 (5)
5803

408 State Highway Building
Salem, Oregon

October 20, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project S-238(5), Sheep Creek-Hill-Hayden Creek Section of Little Sheep Creek Highway, Wallowa County, Contract No. 5803

We are returning Order for State Force Work No. 2, Account No. 261, covering the widening and raising of two existing bridges on subject project. Approval is withheld for the following reason:

> Form PR-1, Project Data, Structures, states, "Existing timber structures will be adjusted to conform with new grade and alignment, without Federal co-operation."

Attachments

Porter

NOTED
FORREST COOPER

RECEIVED
OCT 17 1960
FOR FILING
S-238 (5)
5803

October 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 6, 1960, on Contract No. 5803, Sheep Creek-Hayden Creek Section, in Wallowa County, in connection with Federal Aid Project No. S-238(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

RECEIVED
AUG 12 1960
FOR FILING

[illegible]

#54[illegible]

Salem, Oregon
August 12, 1960

Little Sheep Cr. Hwy.
Wallowa County

Forrest Cooper
Deputy State Highway Engineer
OFFICE

As you know, bids were rejected on the Sheep Creek Hill-Hayden Gulch Section at the last bid opening; and it is planned to readvertise this project for September 27. Our new estimate of cost for this job amounts to $280,000, which I believe is in excess of what the Commission has approved.

In your letter of June 28, you ask for a total approval of $230,000 as a Federal Aid Project; however on Program VI, a $160,000 was provided, of which $96,000 would be Federal funds and $64,000 would be State funds. By adding the $70,000 which is provided in the current maintenance budget to the approved State share of $64,000, a total program amount of $335,000 is obtained. The only question is, of course, where will we get the additional Federal money. My recommendation is that the deficiency be provided in this program and that the Highway Commission be asked to give advance approval to this job so that our contracting schedule can be maintained.

R. L. Porter
Office Engineer

RLP:sw

RECEIVED
FOR FILING
Const
Rd
Little Sheep Cr. [illegible]

FORM E-302—50M—4-56—19046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1960

SUBJECT: Little Sheep Cr. Hwy.
Wallowa County

To:

Forrest Cooper
Deputy State Highway Engineer
OFFICE

As you know, bids were rejected on the Sheep Creek Hill-Hayden Gulch Section at the last bid opening; and it is planned to readvertise this project for September 27. Our new estimate of cost for this job amounts to $280,000, which I believe is in excess of what the Commission has approved.

In your letter of June 28, you ask for a total approval of $230,000 as a Federal Aid Project; however on Program VI, a $160,000 was provided, of which $96,000 would be Federal funds and $64,000 would be State funds. By adding the $70,000 which is provided in the current maintenance budget to the approved State share of $64,000, a total program amount of $335,000 is obtained. The only question is, of course, where will we get the additional Federal money. My recommendation is that the deficiency be provided in the '62 program and that the Highway Commission be asked to give advance approval to this job so that our contracting schedule can be maintained.

R. L. Porter
R. L. Porter
Office Engineer

We are short $72,000 in federal funds.
RLP.

Rod - OK to call bids

RECEIVED
AUG 12 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 29 1960
FOR FILING

July 29, 1960

J. F. Konen Construction Co., Inc.
P. O. Box 668
Lewiston, Idaho

Gentlemen:

The State Highway Commission on July 28, 1960 received bids for grading and oiling on the Sheep Creek Hill-Hayden Creek Section of the Little Sheep Creek Highway in Wallowa County.

The Commission on that date considered your bid, along with the others received for this project, and rejected all bids as being too high.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

DATE OF OPENING BIDS July 28, 1960
NO. OF BIDS RECEIVED 4

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED BIDS RECEIVED

SECTION Sheep Creek Hill-Hayden Creek
HIGHWAY Little Sheep Creek
COUNTY Wallowa
TYPE OF WORK Grading and Oiling

				J. F. Konen Constr. Co. Inc. Lewiston, Idaho		E. H. Itschner Co. Molalla	Newpor Const. Portla
NO.	ITEM	QUANTITY	UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT
1	CLEARING AND GRUBBING	1.0	LUMP SUM	3000.00	3000.00	15000.00	500
2	DRAINAGE EXCAVATION UNCLASSIFIED	690.0	CU YDS	1.00	690.00	3.00	
3	SPECIAL BORROW EXCAVATION UNCLASSIFIED	16670.0	CU YDS	.60	10002.00	.60	
4	GENERAL EXCAVATION UNCLASSIFIED	68640.0	CU YDS	.79	54225.60	.76	
5	SHORT OVERHAUL	222100.0	YD STAS	.02	4442.00	.015	
6	LONG OVERHAUL	6800.0	C YD STAS	.18	1224.00	.50	
7	FINISHING ROADBED AND SLOPES	6.370	MILES	200.00	1274.00	1500.00	50
8	ROUNDING CUTBANKS	7900.0	LIN FT	.10	790.00	.25	
9	12 INCH CORRUGATED METAL PIPE	200.0	LIN FT	4.87	974.00	3.50	
10	18 INCH CORRUGATED METAL PIPE	1180.0	LIN FT	6.25	7375.00	5.55	
11	24 INCH CORRUGATED METAL PIPE	80.0	LIN FT	8.60	688.00	9.60	
12	84 INCH CORRUGATED METAL PIPE	26.0	LIN FT	55.00	1430.00	70.00	6
13	58 INCH ARCH TYPE CORR METAL PIPE	40.0	LIN FT	25.58	1023.20	31.60	3
14	SALVAGING CULVERT PIPE	72.0	LIN FT	3.10	223.20	25.00	
15	METAL GUARD RAIL	600.0	LIN FT	3.00	1800.00	4.00	
16	GUIDE POSTS TYPE W 2	320.0	ONLY	7.30	2336.00	5.00	
17	COARSE CRUSHED MATERIAL IN BASE	45500.0	TONS	1.57	71435.00	1.90	
18	3 4 IN 0 MATERIAL IN BASE	10800.0	TONS	1.62	17496.00	2.00	
19	SPRINKLING	1250.0	M GALS	2.00	2500.00	2.50	
				LOW BID			

Little Sheep Cr.

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

F.A.P. NO. S-238(5)

SHEET NO. 1 OF 2 SHEETS PAGE 19

eek	J. F. Konen Constr. Co. Inc. Lewiston, Idaho		E. H. Itschner Co. Molalla	Newport Const. Co. Portland	Rogers Const. Co. Portland		
UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
MP SUM	3000.00	3000.00	15000.00	5000.00	15000.00		
YDS	1.00	690.00	3.00	4.00	4.00		
YDS	.60	10002.00	.60	.75	.50		
YDS	.79	54225.60	.76	1.05	.90		
STAS	.02	4442.00	.015	.02	.02		
YD STAS	.18	1224.00	.50	.50	.40		
LES	200.00	1274.00	1500.00	500.00	500.00		
FT	.10	790.00	.25	.20	.20		
N FT	4.87	974.00	3.50	4.00	3.50		
N FT	6.25	7375.00	5.55	5.00	4.50		
N FT	8.60	688.00	9.60	7.00	7.25		
N FT	55.00	1430.00	70.00	60.00	53.00		
N FT	25.58	1023.20	31.60	30.00	32.00		
N FT	3.10	223.20	25.00	2.00	3.00		
N FT	3.00	1800.00	4.00	3.00	4.00		
LY	7.30	2336.00	5.00	7.00	8.00		
NS	1.57	71435.00	1.90	2.00	1.45		
NS	1.62	17496.00	2.00	2.10	1.50		
GALS	2.00	2500.00	2.50	2.50	2.00		
	LOW BID						

DATE OF OPENING BIDS July 28, 1960
NO. OF BIDS RECEIVED 4

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

SECTION Sheep Creek Hill-Hayden Creek
HIGHWAY Little Sheep Creek
COUNTY Wallowa
TYPE OF WORK Grading and Oiling

				J. F. Konen Constr. Co. Inc. Lewiston, Idaho		E. H. Itschner Co. Molalla	Newport Const. Portlan
NO.	ITEM	QUANTITY	UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT
20	PREPARATION OF BASE	6.370	MILES	200.00	1274.00	200.00	100
21	3 4 IN 0 MATERIAL IN BINDER COURSE	590.0	CU YDS	3.02	1781.80	3.00	3
22	FURNISHING AND PLACING AGGREGATES	3840.0	CU YDS	3.58	13747.20	3.55	3
23	MC 2 ASPHALT	92.0	TONS	52.85	4862.20	50.00	50
24	120 150 ASPHALT	280.0	TONS	50.40	14112.00	47.50	48
25	RS 1 ASPHALT	80.0	TONS	52.80	4224.00	50.00	50
26	EXTRA FOR OILING APPROACHES	16.0	ONLY	30.00	480.00	30.00	25
99	TOTAL						
	TOTAL				223409.20	264631.90	2754
				LOW BID			

F.A.P. NO. S-238(5)
SHEET NO. 2 OF 2 SHEETS PAGE 19

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

	J. F. Konen Constr. Co. Inc. Lewiston, Idaho		E. H. Itschner Co. Molalla	Newport Const. Co. Portland	Rogers Const. Co. Portland		
UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
LES	200.00	1274.00	200.00	100.00	200.00		
YDS	3.02	1781.80	3.00	3.50	2.75		
YDS	3.58	13747.20	3.55	3.75	2.75		
NS	52.85	4862.20	50.00	50.00	52.00		
NS	50.40	14112.00	47.50	48.00	47.50		
NS	52.80	4224.00	50.00	50.00	50.00		
LY	30.00	480.00	30.00	25.00	30.00		
		223409.20	264631.90	275492.50	234917.50		

LOW BID

RECEIVED
JUL 26 1960

FOR FILING

Const
Rd
Little Sheep C. Sec

July 25, 1960

Wallowa County Court
Courthouse
Enterprise, Oregon

Gentlemen:

The State Highway Commission at its meeting on July 7, 1960, adopted a survey concerning improvement of the Sheep Creek Hill-Hayden Creek Section of the Little Sheep Creek Highway.

For your information we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 215).

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rv

Att.

RECEIVED
JUN 23 1960
FOR FILING

Cont
R/W
Little Sheep Creek Sec.

July 7.60
49-2

Not thruway

Non-Access
No access Control

June 23, 1960

Oregon State Highway Commission

Gentlemen:

The survey of the Sheep Creek Hill-Hayden Creek Section of the Little Sheep Creek Highway has been completed. The proposed project involves 7.6 miles of grading, oiling, and structures. The estimated cost of this project is $230,000.

Program VI, approved January 6, 1960, carries an amount of $160,000 for this project. In the 1960 maintenance budget, there is an amount of $70,000 for surfacing improvement on the same road. It is proposed to combine these sums in a $230,000 federal-aid project. It is anticipated that federal funds will be available in the next two or three months.

I recommend that you approve this survey and grant authority for the acquisition of the necessary rights of way. I am attaching a map showing the details of this survey.

The matter will be on the agenda for your consideration at the July 7-8 meeting.

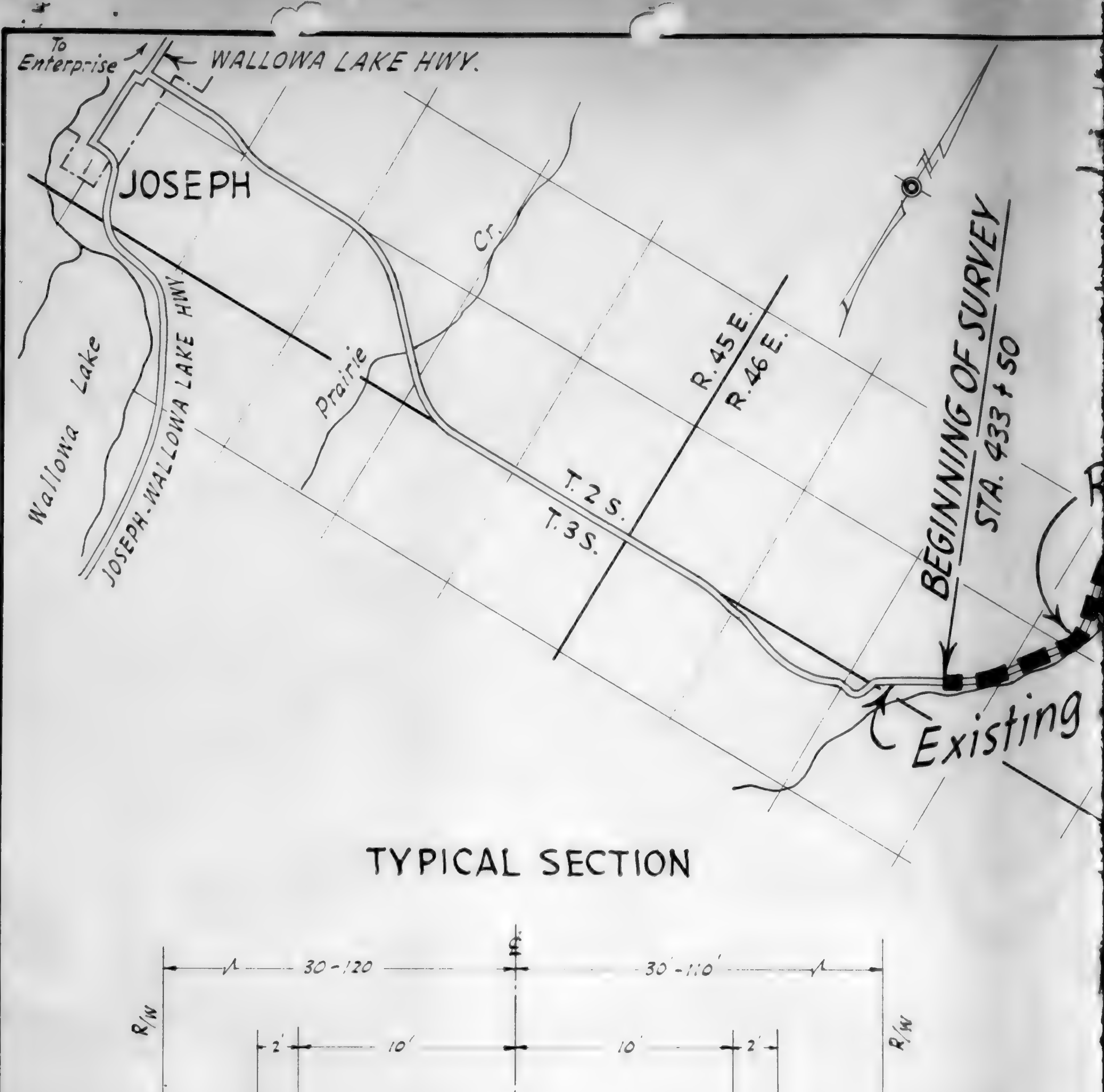
Very truly yours,

Forrest Cooper
Acting State Highway Engineer

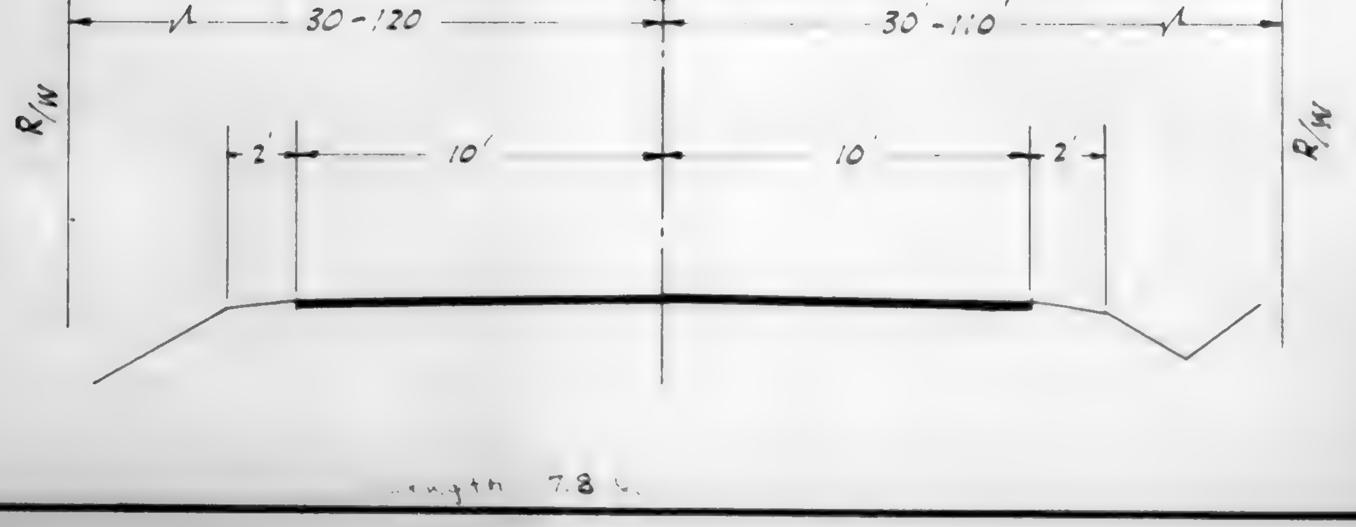
Encl.

cc Mr. Tom Edwards
Mr. R. L. Porter
Mr. Walter T. Wright

RLP:sw FC:fn

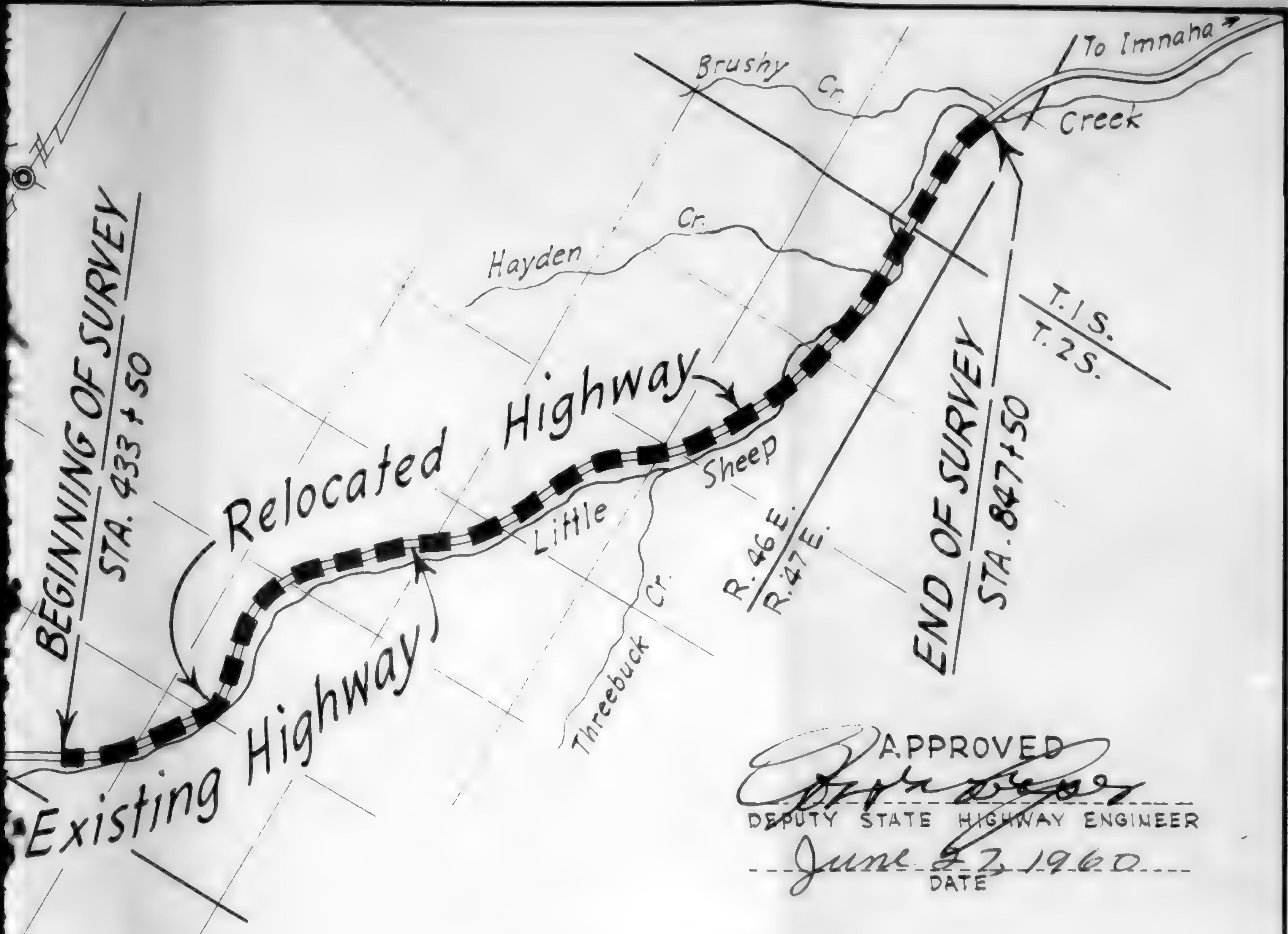

To Enterprise
WALLOWA LAKE HWY.
JOSEPH
Wallowa Lake
JOSEPH-WALLOWA LAKE HWY.
Prairie
Cr.
R. 45 E.
R. 46 E.
T. 2 S.
T. 3 S.
BEGINNING OF SURVEY
STA. 433 + 50
Existing
R

TYPICAL SECTION


℄
30-120
30'-110'
R/W
R/W
2'
10'
10'
2'

Length 7.8

1R-5-1403


To Imnaha
Brushy Cr.
Creek
Hayden Cr.
T.1S.
T.2S.
BEGINNING OF SURVEY STA. 433+50
Relocated Highway
Existing Highway
Little Sheep
Threebuck Cr.
R.46E.
R.47E.
END OF SURVEY STA. 847+50

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

June 27, 1960
DATE

OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

SHEEP CR. HILL-HAYDEN CR. SECTION

LITTLE SHEEP CR. HIGHWAY

WALLOWA COUNTY

Scale: 1"=1 Mi. May, 1960

DRG. NO. 1R-5-1403

For details see Drg. No.

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1960

SUBJECT Survey Approval Map
Sheep Creek Hill-Hayden Creek
Little Sheep Creek Highway

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

Attached are 11 prints of the above named survey approval map for submission to the Commission.

Also attached is a suggested letter to the Commission.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:jk

Attachment

RECEIVED
[illegible]

RECEIVED
JUN - 8 1960
FOR FILING
Const
R/w
[illegible]

Salem, Oregon
June 7, 1960

Mr. W. T. Wright
Right of Way Engineer
Office

Right of way for the Sheep Creek Hill-Hayden Creek Section of the Little Sheep Creek Highway in Wallowa County, referred to in Mr. Saling's letter of June 6, will be purchased with State funds. It will not be programmed for Federal-aid participation.

Therefore, you should use Prefix 132-2061 as shown in the account book on page 76, for right of way costs in connection with this project.

R. L. Porter
Office Engineer

JAH:ia

S-249(4) Rickreall Creek (Dallas) Bridge

#5804 1960

RECEIVED
MAY 25 1961
FOR FILING

S-349(4)
5904

May 24, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5804 for the Rickreall Creek Bridge and grading-paving on the Dallas Bridge Section of the Dallas-Rickreall Secondary Highway in Polk County was completed by the contractor, Ross Brothers Const. Co., on May 1, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $2,880.04 will be released to the contractor after acceptance by the Commission. The total contract amount is $37,129.82, of which amount $167.01 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Insurance Agency
1980 Fairgrounds Road NE
Salem, Oregon

cc: Ross Brothers Const. Co.,
359 Apple Blossom Avenue North
Salem, Oregon

RECEIVED
FORM E-123-X 75M 1-60
MAY 4 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

S-249(4)

5804

May 3, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

Dear Sir:

Ross Brothers Construction Company completed work on the Dallas-Rickreall Bridge Widening Project on the Dallas-Rickreall Highway in Polk County, Contract #5804, FAP No. S-249(4), on May 1, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

nk

cc: J. W. Nash
D. B. Parkes
Floyd Query

NOTED ON CARD

NOTED
FLOYD QUERY

Contract 5804 11-2-60

RECEIVED

Monthly Transaction No. 11-79 1960	Form PR-2 (9-1) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
		County **Polk**
Project Report No. S-249 (4)	FEDERAL-AID PROJECT AGREEMENT	Project No. **S-249(4)**

5804 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

St. Rd. Rickreall Creek Bridge in Dallas

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6-21-60	0.04
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 43,751.00	Federal funds $ 27,500.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By: C. C. Pike
R. C. Wright
Administrative Manager

Date executed by Division Engineer **November 2, 1960**

USComm-DC 40257

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Rickreall Creek Bridge Section, Project No. S-249(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

October 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Rickreall Creek Bridge Section, Project No. S-249(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid Secondary
Project No. S-249(4)

RICKREALL CREEK BRIDGE SECTION OF THE DALLAS-RICKREALL HIGHWAY IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 14, 1960

Type Code 6201
Roadway (Sta. 4+[illegible] to Sta. 7+00)(Contract No. 5804)

Removing Concrete and Masonry	All	Required	$	$ 2,415.00
Drainage Excavation, Unclassified	8	cu.yds.	10.50	84.00
Embankment in Place	330	cu.yds.	3.00	990.00
12-inch Concrete Pipe	22	lin.ft.	3.10	68.20
Class "A" Concrete in Stairways	2	cu.yds.	42.00	84.00
Metal Reinforcement	180	lbs.	.21	37.80
Concrete Manholes	1	only	210.00	210.00
Concrete Inlets, Type "G"	1	only	73.50	73.50
Concrete Curbs	13	cu.yds.	40.42	525.46
Concrete Driveways	40	sq.yds.	5.25	210.00
Concrete Walks	240	sq.yds.	4.20	1,008.00
Coarse Crushed Material in Base	140	cu.yds.	7.35	1,029.00
3/4" - 0 Material in Base	24	cu.yds.	9.45	226.80
Sprinkling	6	M-gals.	6.30	37.80
Class "B" Asphaltic Concrete	58	tons	15.75	913.50
				$ 7,913.06
Flagging (57½% of Contractor's Cost)	All	Required		100.00
Work by City of Dallas (Water Main)	All	Required		3,000.00
	Subtotal			$11,013.06
	10% Engr. & Cont.			1,100.94
	Total			$12,114.00

Type Code 1021
Rickreall Creek Bridge (Sta. 5+23.50 to Sta. 5+93.50)(Contract No. 5804)

Remodel Bridge and Maintain Traffic	All	Required		$ 3,092.00
Shoring, Cribbing, etc.	All	Required		840.00
Structural Excavation	230	cu.yds.	$ 8.40	1,932.00
Structural Excavation Below Elevation Shown	20	cu.yds.	13.65	273.00
Class "A" Concrete (242 cu.yds.)	All	Required		11,069.00
Metal Reinforcement (33,200 lbs.)	All	Required		4,036.00
70' (Nominal) Prestressed Beams	6	only	1,102.50	6,615.00
Metal Parapet Rail	135	lin.ft.	6.70	904.50
	Subtotal			$28,761.50
	10% Engr. & Cont.			2,875.50
	Total			$31,637.00

Length of Roadway..........................	0.033 mile
Length of 1 Structure......................	0.013 mile
Total Length...............................	0.046 mile
Cost of Roadway per mile...................	$367,090.90

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$12,114.00	$7,600.00	$1,486.00	$ 3,028.00
Structure	31,637.00	19,900.00	3,828.00	7,909.00
	$43,751.00	$27,500.00	$5,314.00	$10,937.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
OCT 21 1960
FOR FILING
5-249 (4)
5804

4

October 21, 1960

Ross Brothers Construction Co.,
359 Apple Blossom Avenue North
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5804, awarded October 7, 1960, for construction of the Rickreall Creek Bridge on the Dallas Bridge Section of the Dallas-Rickreall Secondary Highway in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

RECEIVED
1960

FOR FILING
[illegible]
[illegible]

4g

May 2, 1960

Mr. Richard E. Singleton
Assistant City Supervisor
City of Dallas
Dallas, Oregon

Dear Mr. Singleton:

On April 1 Mr. W. C. Williams, State Highway Engineer, wrote to Mr. David Warren, Street Commissioner, stating that a study had been made on widening the bridge across Rickreall Creek on Academy Street in Dallas.

He pointed out that cost of widening and other items would be about $55,000, and suggested that the item be presented to the Commission on the basis that 25 percent of the cost be contributed by the City and the balance by the State. On April 21 this matter was considered by the Highway Commission who approved the project and agreed to contribute 75 percent of the estimated cost.

An appropriate agreement will be prepared in the near future and forwarded to you for approval.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:mm

RECEIVED
APR - 1960
FOR FILING
Const
Bridges

April 7, 1960

Oregon State Highway Commission

Gentlemen:

We have on several occasions in the past received requests from the City of Dallas for widening the bridge and improving the alignment at the north entrance to Dallas on the Dallas-Rickreall Highway.

In 1959, a co-operative project was completed with the City paying 25 per cent of the cost of improving Main Street, which is the route of the highway entering Dallas. Due to lack of funds, it was not possible to widen and improve the bridge and a rather disagreeable bottleneck has resulted, the existing bridge being but 22 feet wide.

I have had a study made and find that the cost of the improvement would be $55,000. The City has requested that we proceed with the project and has notified us that it will co-operate to the extent of paying 25 per cent of the cost.

It is my recommendation that we proceed with the work on this basis and request your approval.

This matter will be on the agenda for your consideration at the April 21-22 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn ae

POLK COUNTY

PHONE MAYFAIR 3-2338

City of Dallas, Oregon

P. O. BOX 67

REFERRED TO
Cooper
By State Highway Engineer

April 5, 1960

W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Your letter of April 1 directed to our street commissioner, David Warren, was read to the City Council at their regular meeting last evening.

I have been directed to request that the bridge across Rickreall Creek on Main Street in Dallas be widened, together with the reconstructing of curbs and necessary revisions mentioned in your letter at an estimated cost of $55,000. The City of Dallas is prepared and very willing to participate in the cost of this project at the usual ratio of 25% City - 75% State as outlined in your letter.

Since we would need to include our portion in our 1960-61 budget which is now being drawn up we would certainly appreciate hearing from you as soon as the Highway Commission has acted upon this request.

Very truly yours,

Richard E. Singleton
Richard E. Singleton
Assistant City Supervisor

NOTED
[illegible]

RECEIVED
[illegible]

RECEIVED
APR 6 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 4 1960
FOR FILING

[illegible]
Bridge
[illegible]

Salem, Oregon
April 1, 1960

Rickreall Creek Bridge
Dallas-Rickreall Highway

Mr. Tom Edwards
Construction Engineer
OFFICE

Attention: Mr. D. J. Barbee

I am returning the two plans that you recently sent me for the revisions, which includes widening, of the bridge across Rickreall Creek in Dallas.

I have indicated on the plan (Plan No. 2) which one is to be used; however, this matter has not as yet been taken to the Highway Commission for approval. I believe we should hold it in abeyance until a project has been set up.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Attach.

cc Mr. W. C. Williams

RECEIVED
APR - 1 1960
FOR FILING

April 1, 1960

Mr. David Warren
Street Commissioner
City of Dallas
Post Office Box 67
Dallas, Oregon

Dear Mr. Warren:

As requested in your letter of January 29, I have had our engineers make a study of the widening of the bridge across Rickreall Creek on Academy Street in Dallas.

It appears that the cost of widening the structure, reconstructing curbs, other revisions, and right of way would be about $55,000. You speak in your letter of the City sharing in the cost. As you doubtless know, projects that are done on a co-operative basis with cities are generally on the ratio of 25 per cent City - 75 per cent State. If the City is interested in a project on this basis, I suggest that you direct a letter to me requesting the work and stating the City's willingness to participate in the cost, after which I will take the matter up with the Highway Commission and advise you of its decision.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper

FC:fn ae

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1960

SUBJECT: Rickreall Creek Bridge
Dallas-Rickreall Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

Attached are two plans of the widening of the Rickreall Creek Bridge in Dallas. One plan proposes to widen on the up hill side of the bridge only and permits the construction of tangent alignment across the bridge. This plan is estimated to cost $53,700 of which $2,000 if for rights of way.

The second plan is for widening the bridge on both sides and stay with the existing alignment. The estimated cost of this plan is $52,800 with no rights of way to be purchased.

These plans were discussed with Mr. Cowan of the Bureau of Public Roads who indicated that they would go along with either plan selected by us. They did, however, express a preference for Plan No. 2. It would not require the removal of any of the reconstructed curbs and walks except the tapers at the end of the structure as our original plans indicated. They also pointed out Plan No. 1 would require rights of way and that Dallas would at least have to be given an opportunity for a hearing. It is quite possible that the city officials may not wish such a hearing.

In my opinion, either plan would adequately handle the traffic. Plan No. 1 does give better alignment but due to the control of the speed zone I believe the 10° curve would not bother traffic in the least.

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Tom Edwards
Construction Engineer

By D J Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:jk
Attachment

NOTED
FORREST COOPER

RECEIVED
FEB - 9 1960
FOR FILING
Const
Bridges
Gen.

February 8, 1960

Mr. David Warren
Street Commissioner
City of Dallas
Post Office Box 67
Dallas, Oregon

Dear Mr. Warren:

This will acknowledge your letter of January 29 in which you refer to the possible widening project on the Rickreall Creek Bridge in Dallas.

I am having this matter restudied to see if our previous estimates can, in any way, be reduced and will have someone confer with you in the not too distant future.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper

FC:fn ae

RECEIVED
B -5 1960
FOR FILING
Const
Bridges
Gen

Salem, Oregon
February 4, 1960

Rickreall Creek in Dallas

Mr. Ivan D. Merchant

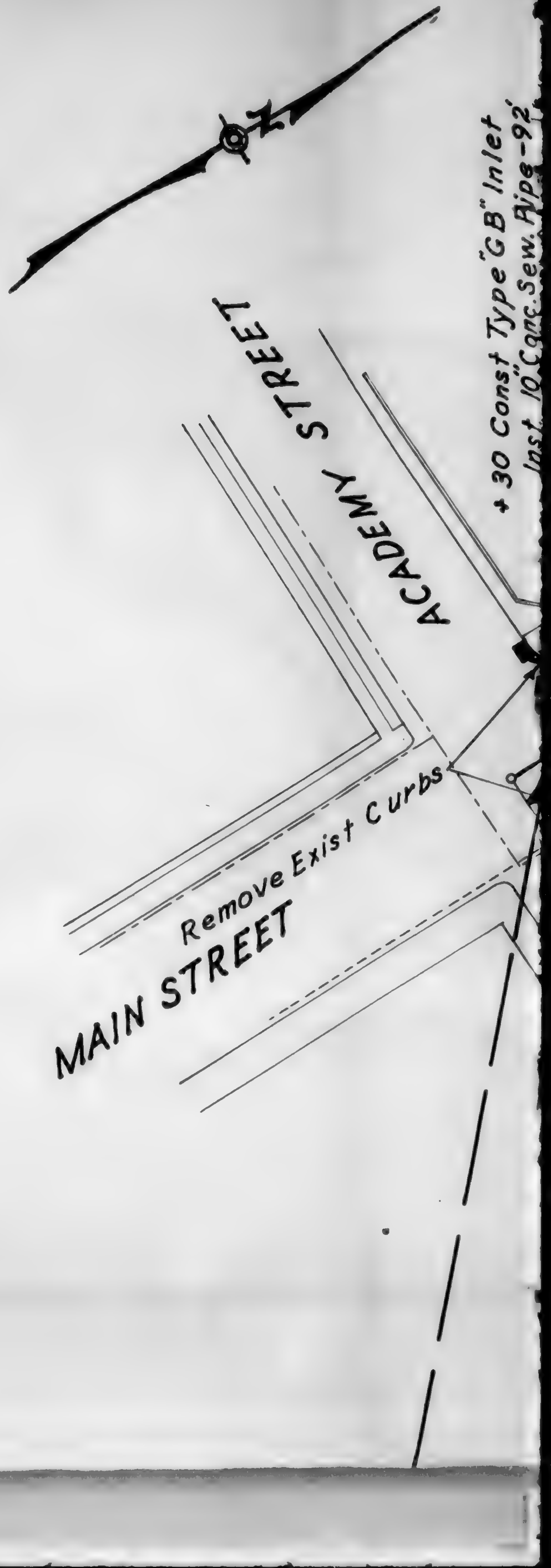
Some time ago you furnished an estimate for the widening of the Rickreall Creek Bridge on the north edge of Dallas, based on widening on each side. I am attaching a print of this area in which is shown in green a proposed widening on the upstream side only. Will you please make an estimate of this cost and furnish it to Mr. Barbee. It is probable that the widening all on one side will be less expensive than the first plan.

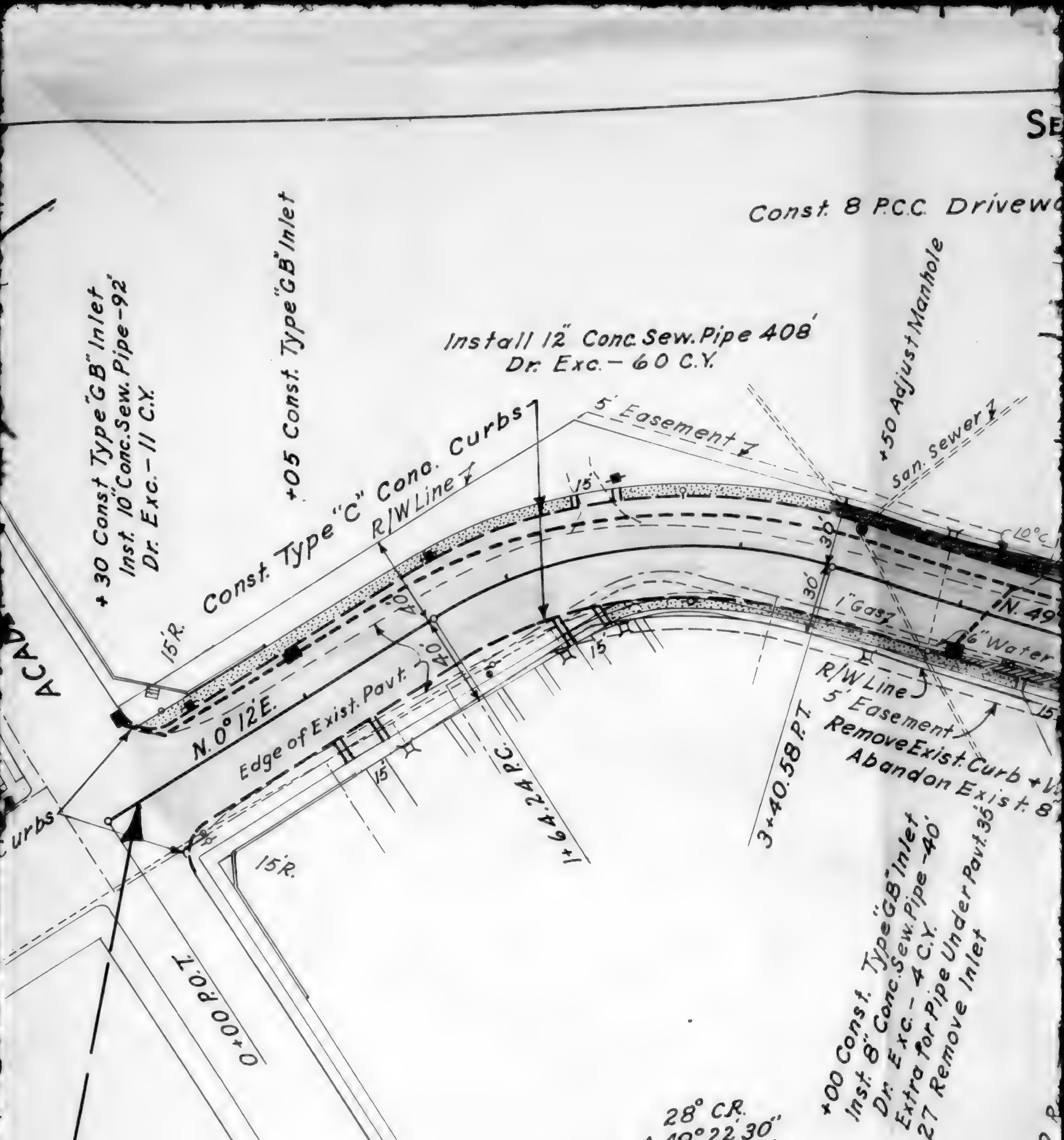
Attach.

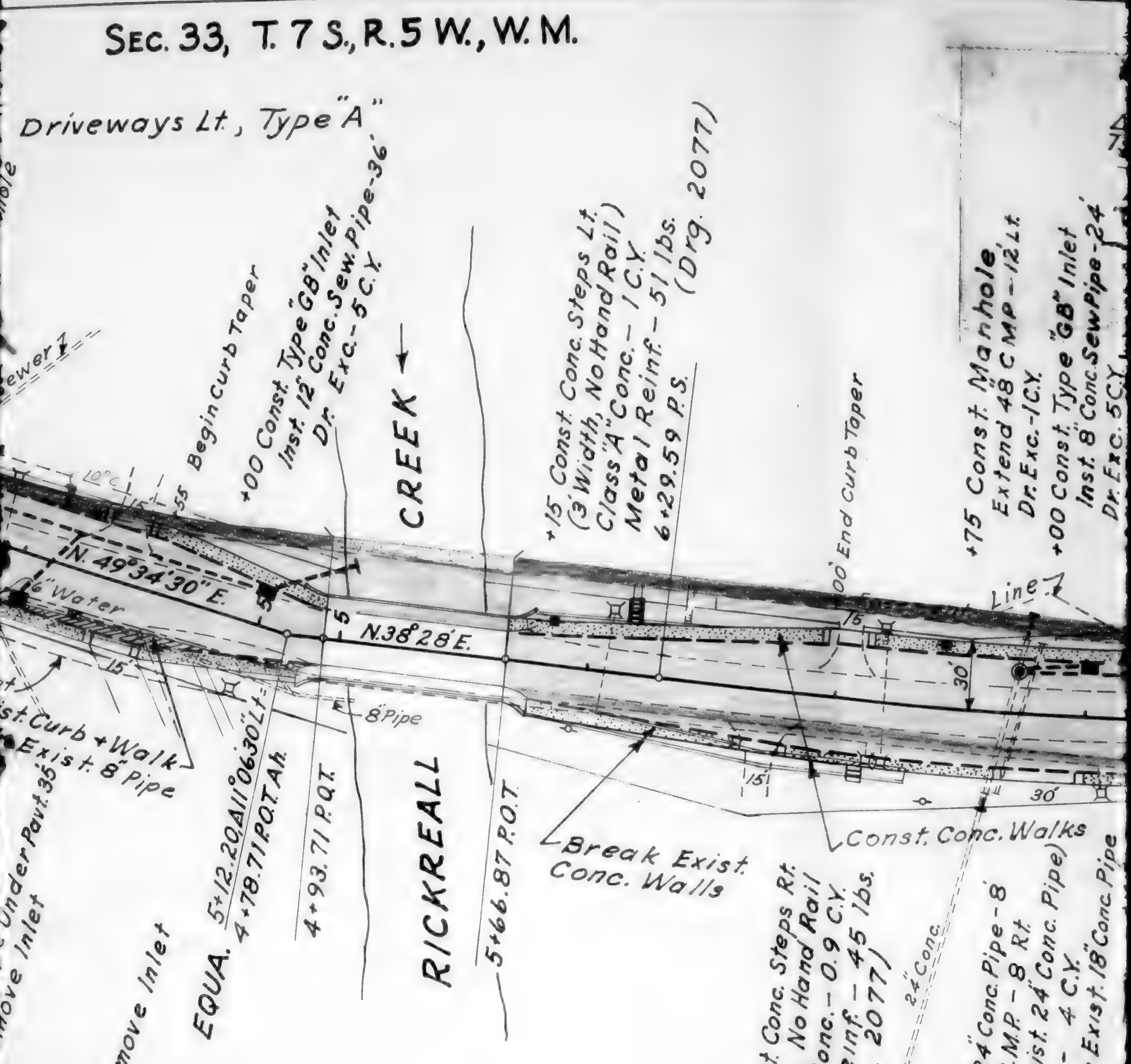
G. S. Paxson

GSP:gm
cc Mr. W. C. Williams
Mr. Tom Edwards

	BY	DATE
FINAL SURVEY		
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK NO.		

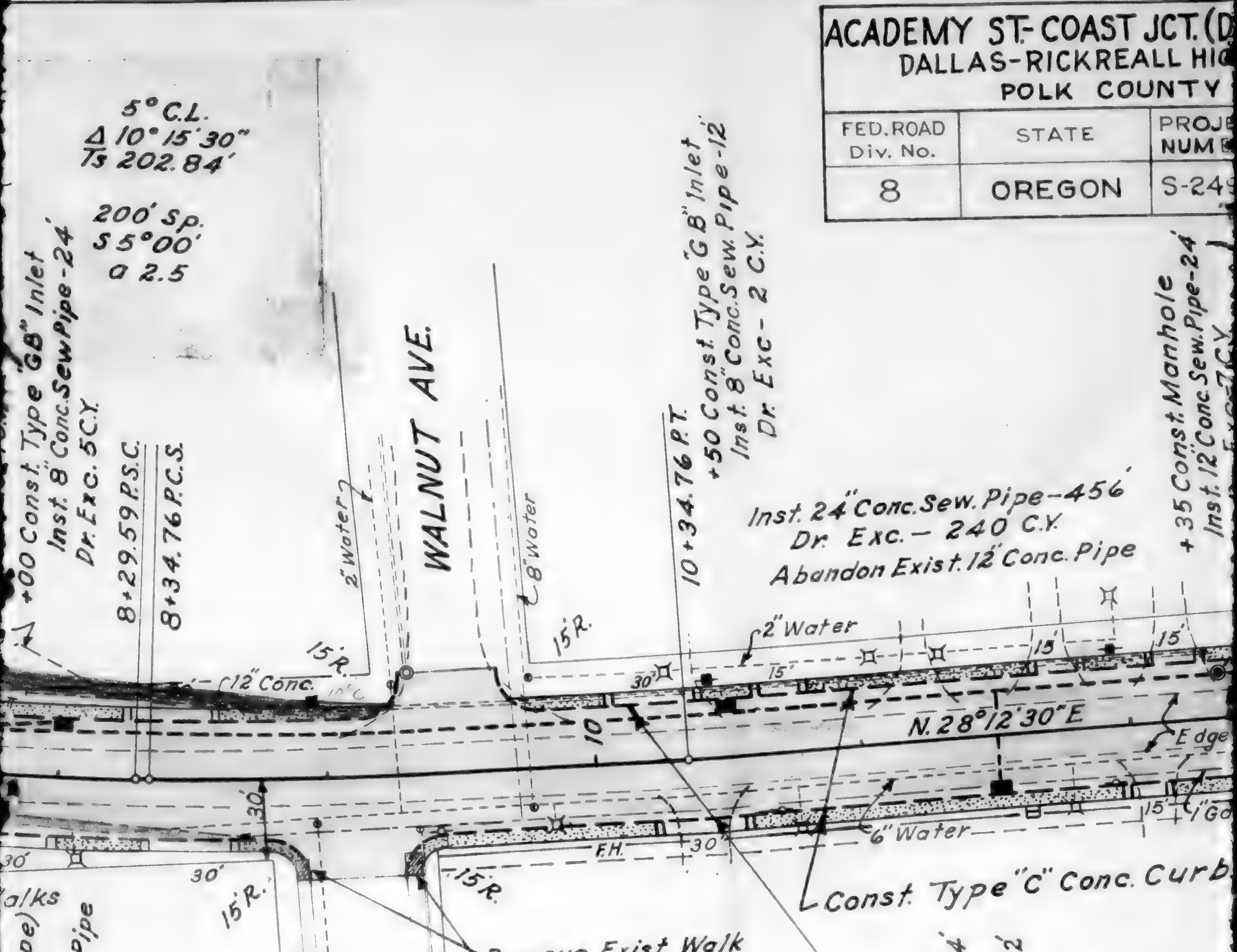

N
ACADEMY STREET
MAIN STREET
Remove Exist Curbs
+30 Const Type "GB" Inlet
Inst. 10" Conc. Sew. Pipe-92'


SE
Const. 8 P.C.C. Drivewa
+30 Const. Type "GB" Inlet
Inst. 10" Conc. Sew. Pipe - 92'
Dr. Exc. - 11 C.Y.
+05 Const. Type "GB" Inlet
Install 12" Conc. Sew. Pipe 408'
Dr. Exc. - 60 C.Y.
+50 Adjust Manhole
5' Easement
San. Sewer
Const. Type "C" Conc. Curbs
R/W Line
15'R.
ACA
40'
40'
30'
30'
15'
15'
15'
1" Gas
N. 49°
6" Water
10" C.
R/W Line
5' Easement
Remove Exist. Curb + W
Abandon Exist. 8"
N. 0° 12' E.
Edge of Exist. Pavt.
1+64.24 P.C.
3+40.58 P.T.
Curbs
15'R.
0+00 P.O.T.
28° C.R.
Δ 49° 22' 30"
Ts 94.07'
+00 Const. Type "GB" Inlet
Inst. 8" Conc. Sew. Pipe - 40'
Dr. Exc. - 4 C.Y.
Extra for Pipe Under Pavt. 35'
+27 Remove Inlet
+10 R

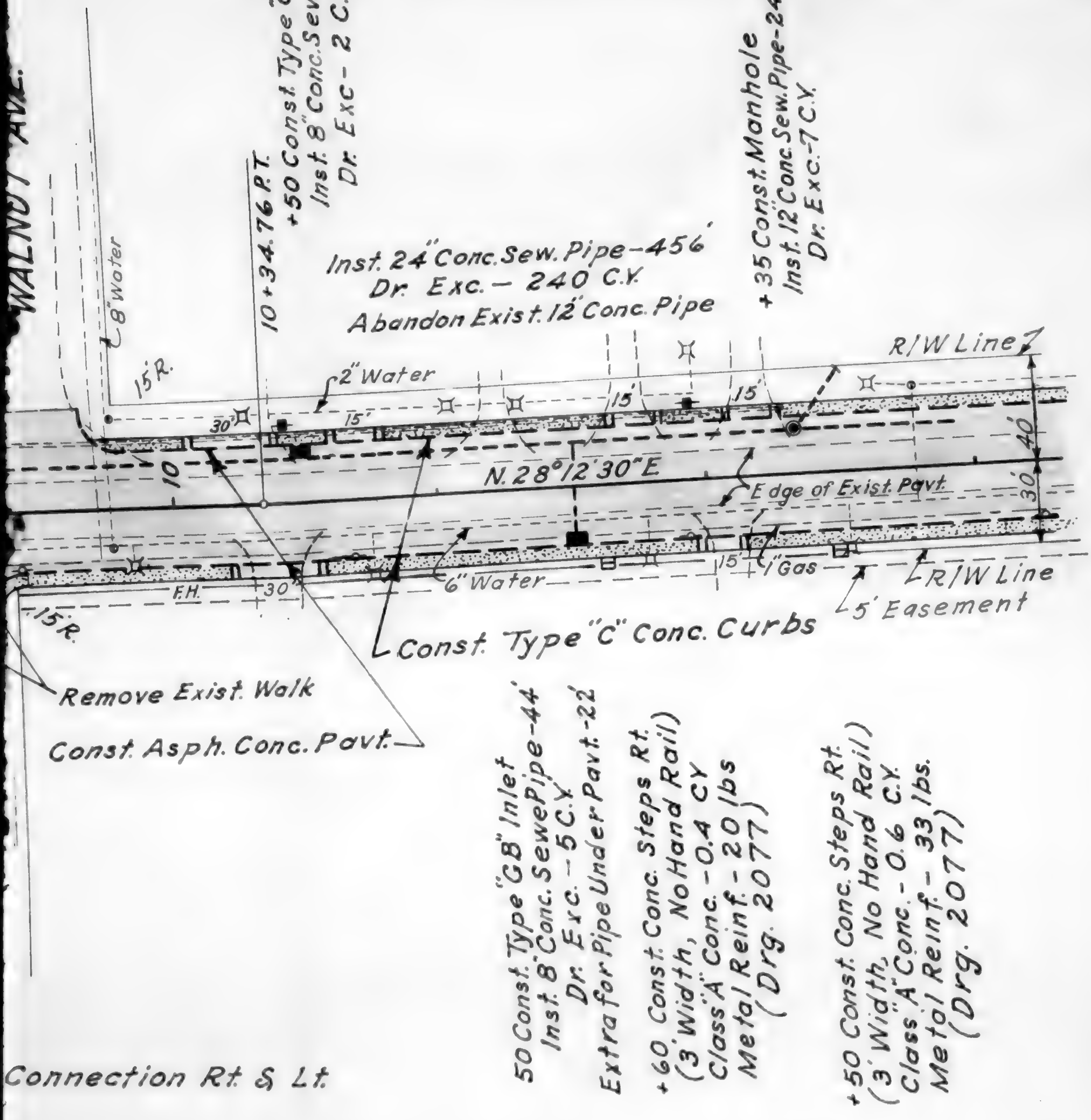

SEC. 33, T. 7 S., R. 5 W., W. M.
Driveways Lt., Type "A"
Sewer 1
55 Begin Curb Taper
+00 Const. Type "GB" Inlet
Inst. 12" Conc. Sew. Pipe-36'
Dr. Exc. - 5 C.Y.
CREEK ←
+15 Const. Conc. Steps Lt.
(3' Width, No Hand Rail)
Class "A" Conc. - 1 C.Y.
Metal Reinf. - 51 lbs.
(Drg. 2077)
6+29.59 P.S.
00 End Curb Taper
+75 Const. Manhole
Extend 48" CMP - 12' Lt.
Dr. Exc. - 1 C.Y.
+00 Const. Type "GB" Inlet
Inst. 8" Conc. Sew. Pipe - 24'
Dr. Exc. 5 C.Y.
Line 1
10' C
15'
N. 49°34'30" E.
6" Water
5
N. 38°28' E.
15'
30'
8" Pipe
15'
30'
Exist. Curb + Walk
Exist. 8" Pipe
Under Pavt. 35'
Remove Inlet
+10 Remove Inlet
EQUA. 5+12.20 Δ11°06'30" Lt. / 4+78.71 P.O.T. Ah.
4+93.71 P.O.T.
RICKREALL
5+66.87 P.O.T.
Break Exist. Conc. Walls
Const. Conc. Walks
24" Conc.
+05 Const. Conc. Steps Rt.
(3' Width, No Hand Rail
Class "A" Conc. - 0.9 C.Y.
Metal Reinf. - 45 lbs.
(Drg. 2077)
+65 Remove 24" Conc. Pipe - 8'
Inst. 48" C.M.P. - 8' Rt.
(Conn. to Exist. 24" Conc. Pipe)
Dr. Exc. - 4 C.Y.
+75 Abandon Exist. 18" Conc. Pipe
Const. 8 P.C.C. Driveways Rt. Type "A"

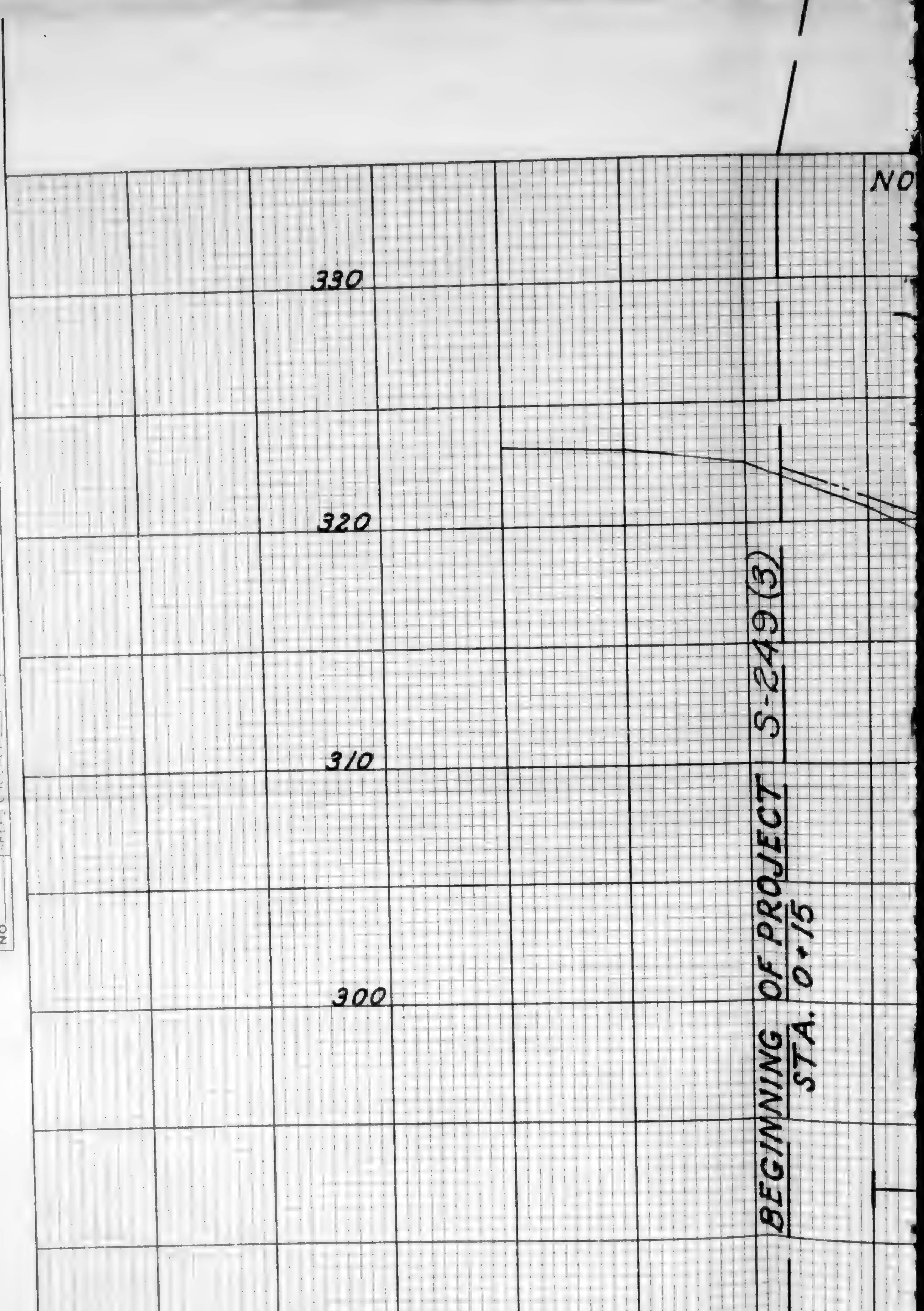
ACADEMY ST-COAST JCT. (D
DALLAS-RICKREALL HIG
POLK COUNTY

FED. ROAD Div. No.	STATE	PROJE NUMB
8	OREGON	S-249


5° C.L.
Δ 10° 15' 30"
Ts 202.84'
200' Sp.
S 5°00'
a 2.5
+00 Const. Type "GB" Inlet
Inst. 8" Conc. Sew. Pipe -24'
Dr. Exc. 5 C.Y.
8+29.59 P.S.C.
8+34.76 P.C.S.
2" Water
WALNUT AVE.
8" Water
10+34.76 P.T.
+50 Const. Type "GB" Inlet
Inst. 8" Conc. Sew. Pipe -12'
Dr. Exc. - 2 C.Y.
Inst. 24" Conc. Sew. Pipe - 456'
Dr. Exc. - 240 C.Y.
Abandon Exist. 12" Conc. Pipe
+35 Const. Manhole
Inst. 12" Conc. Sew. Pipe -24'
15' R.
12" Conc.
30'
15'
2" Water
10
N. 28° 12' 30" E
Edge
30'
15' R.
F.H.
6" Water
1" Ga
Const. Type "C" Conc. Curb
Remove Exist. Walk
Const. Asph. Conc. Pavt.
6" Water
WALNUT AVE.
Walks
...To Exist. 24" Conc. Pipe)
Dr. Exc. - 4 C.Y.
+75 Abandon Exist. 18" Conc. Pipe
Const. Street Connection Rt. & Lt.
50 Const. Type "GB" Inlet
Inst. 8" Conc. Sew. Pipe -44'
Dr. Exc. - 5 C.Y.
Extra for Pipe Under Pavt. -22'
+60 Const. Conc. Steps Rt.
(3' Width, No Hand Rail)
Class "A" Conc. - 0.4 CY
Metal Reinf. - 20 lbs
(Drg. 2077)

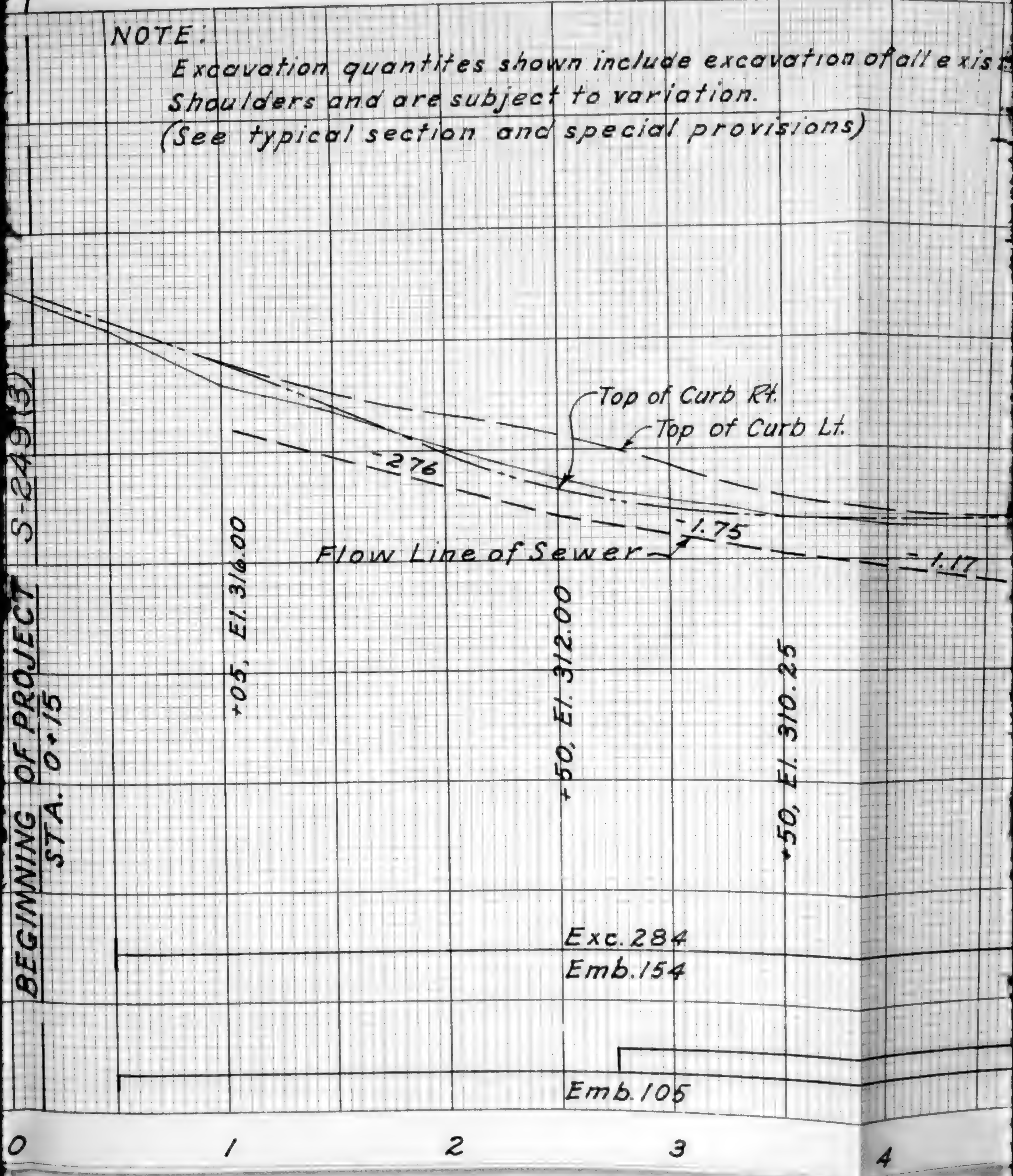
ACADEMY ST.- COAST JCT. (DALLAS) SEC. DALLAS-RICKREALL HIGHWAY POLK COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-249(3)		See Index


WALNUT AVE.
8" Water
10+34.76 P.T.
+50 Const. Type "GB" Inlet
Inst. 8" Conc. Sew. Pipe-12'
Dr. Exc.- 2 C.Y.
Inst. 24" Conc. Sew. Pipe-456'
Dr. Exc.- 240 C.Y.
Abandon Exist. 12" Conc. Pipe
+35 Const. Manhole
Inst. 12" Conc. Sew. Pipe-24'
Dr. Exc.-7 C.Y.
R/W Line
15' R.
2" Water
30'
15'
15'
15'
40'
30'
10
N. 28°12'30" E.
Edge of Exist. Pavt.
15'
1" Gas
6" Water
F.H.
30'
R/W Line
5' Easement
15' R.
Const. Type "C" Conc. Curbs
Remove Exist. Walk
Const. Asph. Conc. Pavt.
50 Const. Type "GB" Inlet
Inst. 8" Conc. Sewe Pipe-44'
Dr. Exc.-5 C.Y.
Extra for Pipe Under Pavt.-22'
+60 Const. Conc. Steps Rt.
(3' Width, No Hand Rail)
Class "A" Conc.-0.4 CY
Metal Reinf.-20 lbs
(Drg. 2077)
+50 Const. Conc. Steps Rt.
(3' Width, No Hand Rail)
Class "A" Conc.-0.6 C.Y.
Metal Reinf.-33 lbs.
(Drg. 2077)
Connection Rt. & Lt.

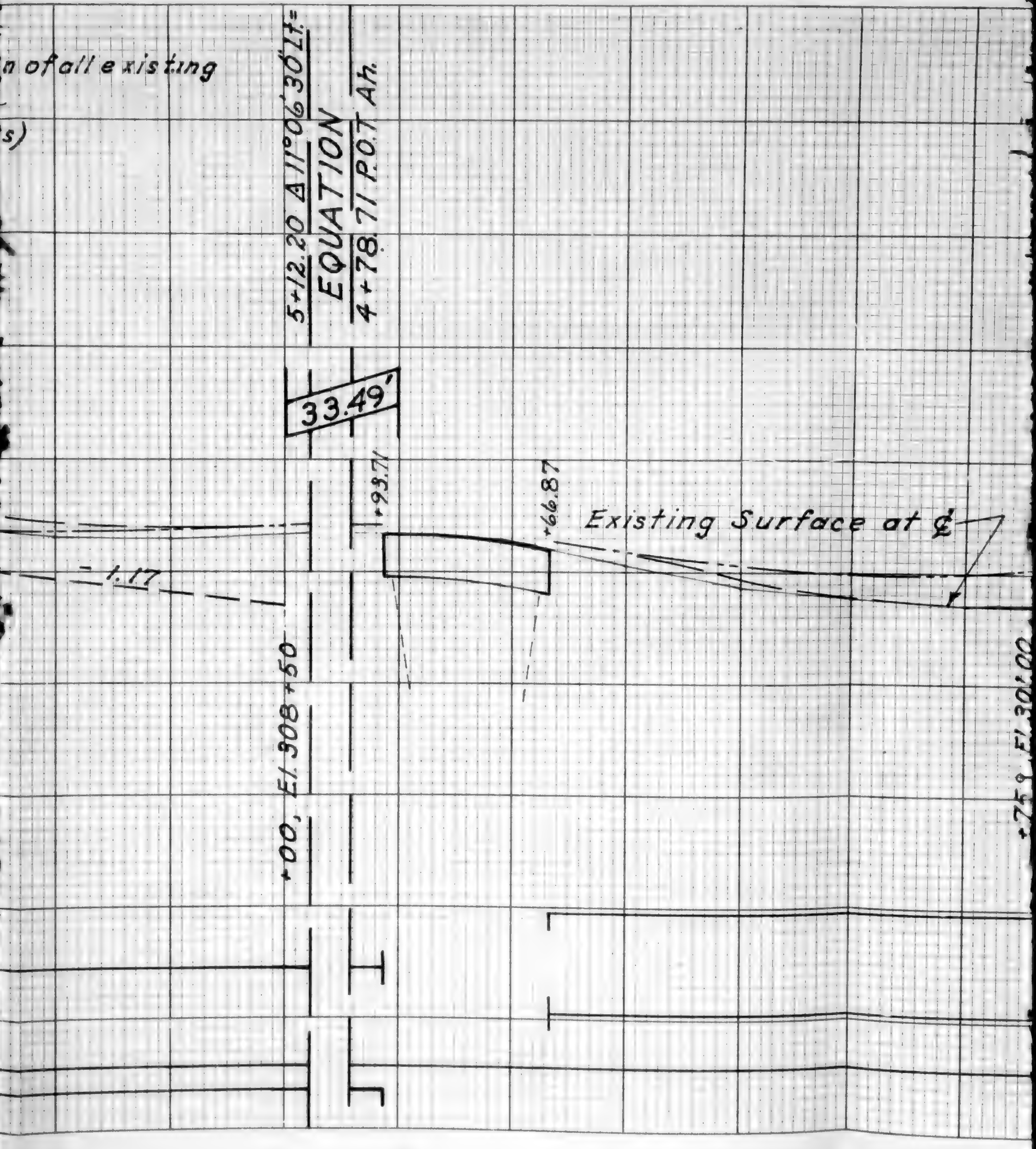

NO
330
320
310
300
0
BEGINNING OF PROJECT S-249(3)
STA. 0+15

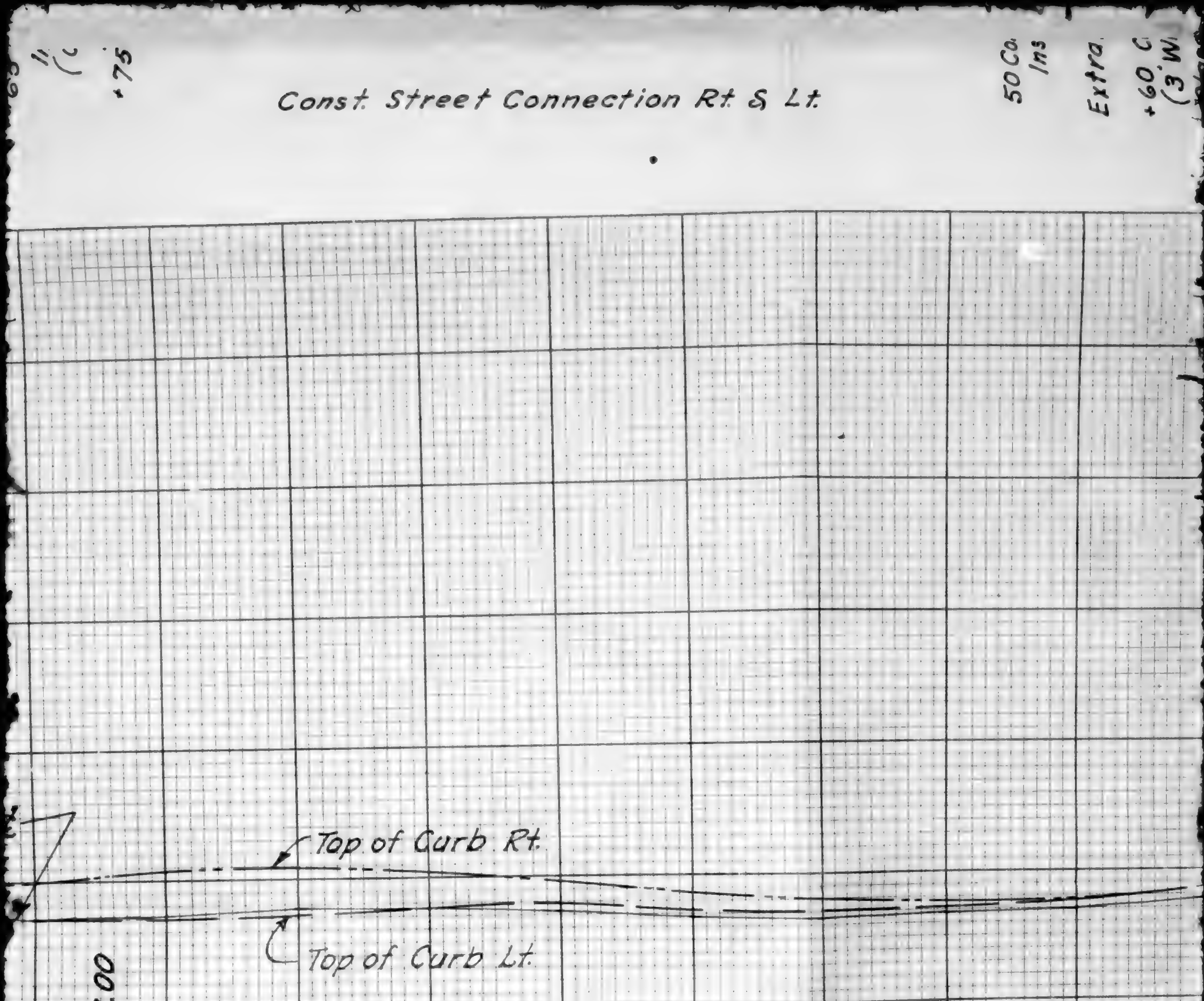
ORIGINAL SURVEY
NOTE BOOK NO.

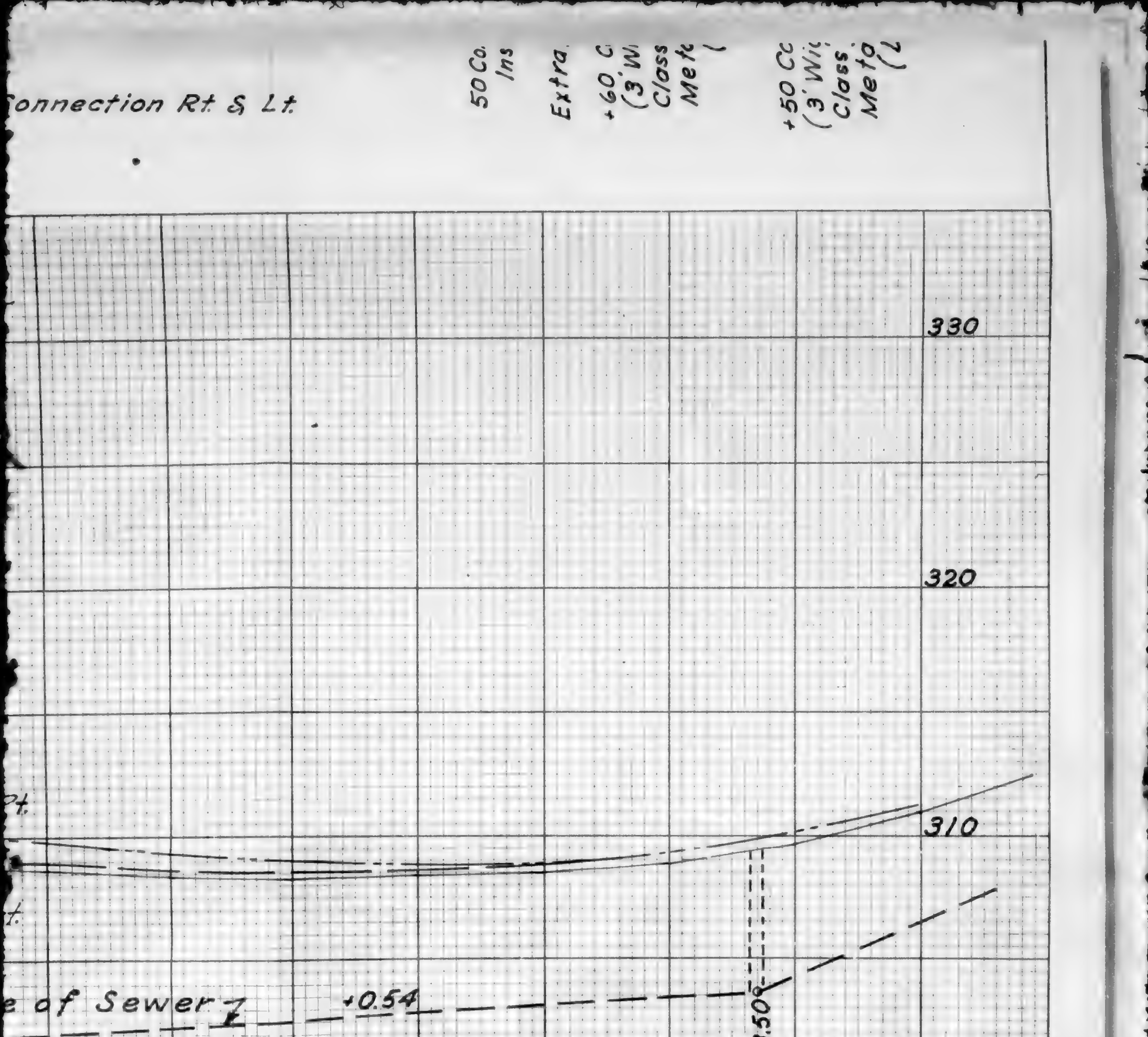
	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		



Const. 8 P.C.C. Driveways Rt. Type "A"


+65
n of all existing
s)
5+12.20 Δ11°06'30" Lt.=
EQUATION
4+78.71 P.O.T. Ah.
33.49'
+93.71
+66.87
Existing Surface at ℄
-1.17
+00, El. 308+50
+75.9 El. 301.00
4
5
5
6
7


+75
Const. Street Connection Rt. & Lt.
50 Co.
Ins
Extra
+60 C
(3' W
Top of Curb Rt.
Top of Curb Lt.
+75 El. 301.00
Flow Line of Sewer
+0.54
Emb. 223
Exc. 392
Emb. 213
8
9
10
11


onnection Rt. & Lt.
50 Co.
Ins
Extra
+60 C
(3' W
Class
Met
(
+50 Cc
(3' Wi
Class
Meta
(2
330
320
pt.
310
t.
e of Sewer
+0.54
+35, El. 303.50
300
See Sheet 4
See Sheet 4
See Sheet 4
10
11
12
13

POLK COUNTY

PHONE MAYFAIR 3-2338

City of Dallas, Oregon

P. O. BOX 67

REFERRED TO
Cooper
State Highway Engineer

City Hall,
Dallas Oregon,
January 29 1960.

Mr. W.C. Williams,
State Highway Engineer
State Highway Building
Salem, Oregon.

Dear Mr. Williams:

The recent completion of the Academy Street-Coast Junction (Dallas Section) improvement program participated in by the City of Dallas and the Oregon State Highway Department is the realization of a project long considered and desired by this department, the City, and the community as a whole.

Since accomplishment of this job, much, favorable comment has been received in this office, and, this in turn is passed on to you people for an excellent job.

The City of Dallas had hoped for, at the time this project was being designed by the Highway Department widening or replacing of the bridge across Rickreall Creek. Your letter of March 31 1959 advised the City funds were not available for bridge construction at that time. Estimated costs were about $47,000.00 and would possibly be considered at a future time.

The time is not much later, but, I have been requested to place this job on top of the list of any projects the Street Department might be considering in the near future.

What is the thinking of the Highway Department at this time, insofar, as the bridge is concerned? Are any funds available in 1960 in which the City could share again in a much needed improvement?

Would be happy for your comments on this matter at your convenience in order that I may take some information back to the Council at a later date.

Very sincerely yours,
David Warren
DAVID WARREN
STREET COMMISSIONER
CITY OF DALLAS OREGON.

RECEIVED
[illegible] 1 1960
STATE HIGHWAY [illegible]

RECEIVED
[illegible]

RECEIVED
MAR 31 1959

FOR FILING

[illegible]

Bridge

[illegible]

March 31, 1959

City of Dallas
Post Office Box 67
Dallas, Oregon

Attention: Mr. Lynn H. McCulley
City Supervisor

Gentlemen:

On March 9, 1959 you directed a letter to the Highway Department in which you suggested that consideration be given to the widening of the bridge across Rickreall Creek.

I have had this matter investigated and find that the cost, including new five-foot sidewalks, would be $47,300. At the present time, the State Highway Commission does not have funds to construct a job of this magnitude; therefore, I suggest that the matter be placed in an inactive status pending reconsideration at some future time.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn:ae

cc to: Mr. Forrest Cooper

POLK COUNTY PHONE MAYFAIR 3-3338

City of Dallas, Oregon

P. O. BOX 67

March 9, 1959

NOTED
C. G. SWENSON

Oregon State Highway Department
Salem, Oregon

Attention: Cities, Counties Relations Department

Gentlemen:

In discussing the proposed improvement of highway 223 inside the Dallas city limits which is planned as a joint State-City project, there are two items we would like to propose for consideration and inclusion in this project if possible.

We feel that serious consideration should be given to the bridge across Rickreall Creek and if at all possible should be included for improvement and widening. We have discussed this item in some detail with Mr. Ayres and feel that he is quite familiar with this matter. We would also like to include five (5) foot sidewalks on both sides of this improvement with the understanding, of course, that the cost of these walks will be borne by the City in addition to the other cost apportioned to us. We feel there would be considerable advantage in having these walks included and the entire project designed and constructed at one time.

It is our sincere hope that you will be able to give us some assistance in having these two items included.

Very truly yours,

Lynn H. McCulley

Lynn H. McCulley
City Supervisor

LHOC:LM

[illegible] AM

NOTED
FORREST COOPER

Paxson to get Br. Costs
called Boatwright 3/11/59
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

[illegible] County Polk Bridge No. 23

[illegible] Highway

Date 3-17-5[illegible] Checked by

Remove existing sidewalks; cut down [illegible] and abut. walls to receive new [illegible] on each side with 5 [illegible] cantilevered from the existing [illegible] of [illegible]

No plans
~~Sketch~~
Completed plans; drawing No

Class Loading

	Unit	Quantity	Rate	Amount
[illegible]	lump sum			
[illegible]	cu yds	360	10.-	3600
[illegible] elevation [illegible]	cu yds			
[illegible]	lin ft			
[illegible] piling	No			
[illegible] piling	lin ft			
[illegible] piling	No			
Class A concrete	cu yds	262	75.-	[illegible]
[illegible] concrete	cu yds			
[illegible] reinforcement	lbs	59,000	0.13	7670
[illegible] Lumber	M B M			
Structural Steel	lbs			
[illegible] Steel	lbs.			
Handrail	lin. ft	140	12.-	1680
[illegible]	cu yds			
Removal of old bridge	lump sum	All	--	2500
[illegible]	lump sum			

	~~[illegible]~~
15 per cent for contingencies & Engr.	7,200
Total construction cost	
~~[illegible] per cent for engineering~~	
Total cost	$47,300

State Printing [illegible]

8-3333 Extension of Overnight Camping Area
Humbug Mountain State Park
#5805 Oregon Coast Highway 1960

RECEIVED
JUL 7 1961

FOR FILING

5805

July 7, 1961

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5805 for building construction in Humbug Mt. State Park on the Oregon Coast, Curry County, was completed by the contractor, Fairy Creek Rock Co., on May 3, 1961, and was formally accepted by the Highway Commission on May 26, 1961.

Final payment in the amount of $2,683.11 will be released to the contractor on or after July 13, 1961. The total contract amount is $32,657.78, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fairy Creek Rock Co.,
P. O. Box 1545
Brookings
Oregon

RECEIVED
JUN 13 1961
FOR FILING

[illegible]

5415

STATE OF OREGON
FIRE MARSHAL DEPARTMENT
420 FERRY STREET
SALEM

June 12, 1961

Contract
5805

Mr. J. Kenneth Curry
Fairy Creek Rock Company
P.O. Box 1545
Brookings, Oregon

Dear Mr. Curry:

We are enclosing your 1961 LP gas Installers and Fitters license issued to you by the State Fire Marshal.

Very truly yours,

V. DEAN MUSSER
State Fire Marshal

Eldon Winkley
Chief Deputy

EW:cd
Enclosures

~~cc Mr.~~ Floyd Query, Salem

NOTED
FLOYD QUERY

RECEIVED
JUN 13 1961
OREGON
STATE HIGHWAY COMMISSION

COPY

RECEIVED
JUN 3 1961
FOR FILING
7-2333
5805

STATE OF OREGON
FIRE MARSHAL DEPARTMENT
420 FERRY STREET
SALEM

June 1, 1961

[illegible] 5805
accepted 5-26-61

Mr. J. Kenneth Curry
Fairy Creek Rock Company
P. O. Box 1545
Brookings, Oregon

Dear Mr. Curry:

We acknowledge with thanks your remittance of $3.00 for the installation of a 499 gallon commercial LPG tank at the Humberg State Park.

We cannot approve the installation due to the fact that the installer is not properly licensed and the Fairy Creek Rock Company is not properly licensed to engage in the LP gas business. (Installation license) See enclosed laws ORS 480.420, Section 4, and Section 6 (1), (2) and (3). Our records indicate that you once passed the Bureau of Labor LPG examination with a grade of 80% in 1952; therefore, it is not necessary to take another examination. The annual LP gas fitter's license will be issued upon receipt of a $2.00 fee and the installation license, a fee of $25.00.

Your prompt attention to obtaining the necessary licenses will be appreciated.

Very truly yours,

V. DEAN MUSSER
State Fire Marshal

Eldon Winkley
Chief Deputy

Copy to Merchant 6/2/61
DeSart says they will not [illegible]
for final payment until tank
installation has been approved
F.G.

EW:cd
Enclosure

cc Mr. Floyd Query, Salem

COPY

RECEIVED
JUN 2 1961
OREGON
STATE HIGHWAY COMMISSION
C. W. HEAD

RECEIVED
MAY 8 1961
FORM E-30 50M 9-61 34397
FOR FILING

4 3333
5805

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

Fairy Creek Rock Company completed work on the Humbug Mountain State Park Project on the Oregon Coast Highway in Curry County, Contract #5805 (State Project), on May 3, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query

NOTED ON CARD
lc

NOTED
FLOYD QUERY

RECEIVED
JAN 10 1961
FOR FILING

1-[illegible]

5805

January 10, 1961

CERTIFIED MAIL

Fairy Creek Rock Co.
Railroad Street & Cove Road
Brookings, Oregon

Attention: Mr. John K. Curry

Gentlemen:

Attached is our check No. M 8521 in the amount of $1,650.00. Cash in this amount was submitted by you as a proposal guaranty with your bid on the Humbug Mountain State Park overnight camping area extension in Curry County, on which project bids were received November 1, 1960.

As this contract, No. 5805, has been fully executed, we are returning your deposit.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

cc Mr. John Herr - Acct. Dept.

fp

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JAN 4 1961
FOR FILING
[illegible]
5805

January 4, 1961

Fairy Creek Rock Co.,
P. O. Box 1545
Brookings
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5805, awarded November 3, 1960, for building construction in Humbug Mt. State Park on the Oregon Coast Highway in Curry County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

18-1604 Klamath Falls Traffic Signal Inst.
S. 6th St. & K. Fls.-Lakeview Hwy.
#5806 Summers Lane & Altamount Drive 1960

RECEIVED
JUN 15 1961
FOR FILING

[illegible]
5806

June 15, 1961

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5806 for the Klamath Falls traffic signals at Summer Lane Jct. and Altamont Drive Jct. on the Klamath Falls-Lakeview Highway in Klamath County was completed by the contractor, Steeck Electric Co., on April 18, 1961, and was formally accepted by the Highway Commission on May 26, 1961.

Final payment in the amount of $2,257.50 will be released to the contractor on or after June 22, 1961. The total contract amount is $21,500.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Steeck Electric Co.,
P. O. Box 1243
Medford
Oregon

RECEIVED
APR 27 1961

FOR FILING

18-1604
5466

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

Steeck Electric Company completed work on the Klamath FAlls Traffic Signal Project on the Klamath Falls-Lakeview Highway in Klamath County, Contract #5806 (State Project), on April 18, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query

NOTED
FLOYD QUERY

NOTED ON CARD
fc

RECEIVED
FORM E-30 [illegible]
FOR FILING

19 1664

5806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1960

SUBJECT: Klamath Falls Traffic
Signals
Contract #5806

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

Steeck Electric Company started work on Contract #5806, traffic signals on the Klamath Falls-Lakeview Highway in Klamath County on November 22, 1960.

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
DEC 6 - 196
FOR FILING
11-[illegible]
5806

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 6, 1960

Steeck Electric Company
P. O. Box 1243
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5806, awarded November 3, 1960, for traffic signals on Summer Lane and Altamont Drive Jcts. (Klamath Falls) on the Klamath Falls-Lakeview Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

RECEIVED
SEP - [illegible] 1960
FOR FILING
11-1604
5416

September 1, 1960

Oregon State Highway Commission

Gentlemen:

There are two street intersections on South Sixth Street in Klamath Falls which have developed exceptionally heavy traffic, primarily due to the air-base installation in that area. These intersections are at Summers Lane and at Altamont Drive. Altamont Drive is the street in front of our State Highway Shops in Klamath Falls and South Sixth Street is the route of the Klamath Falls-Lakeview Highway. At the request of Klamath County, we have made a traffic study of these intersections and find that the installation of signals is warranted.

The total estimated cost for both intersections is $[illegible]. There are funds in the 1960 Minor Betterment budget for traffic-signal projects to cover this installation. These locations are outside the city limits of Klamath Falls, and the responsibility is entirely on the State.

I would recommend that you approve the installation of these signals.

This matter will be on the agenda for the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Mr. G. S. Paxson
Mr. F. B. Crandall
GSP:ae ms

FORM E-123-X 50M

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
1960
FOR FILING
18-16-4
[illegible]

August 15, 1960

Mr. J. R. Kalinoski
County Engineer
Klamath County Road Department
Klamath Falls, Oregon

Dear Mr. Kalinoski:

This will acknowledge receipt of your letter of August 11, to Mr. J. Al. Head, of this office, in regard to a traffic survey which we have conducted at the intersection of the Klamath Falls-Lakeview Highway and Summers Lane, east of Klamath Falls.

We have completed our study of this intersection and will report our recommendation to the Oregon State Highway Commission at its next meeting the latter part of next week. After the Commission has acted, you will be notified of its decision.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

VPJ:pk
bc: G. S. Paxson

G. S. PAXSON

RECEIVED
AUG 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
August, 1960

INVESTIGATION FOR WARRANT OF TRAFFIC SIGNALS
Klamath Falls-Lakeview Hwy. & Altamont Drive
ORE66 - Hwy. No. 20 - M.P. 2.72

Recommendation:

As a result of this investigation, it is recommended that a two-phase fully actuated traffic signal be installed at the intersection of the Klamath Falls-Lakeview Highway and Altamont Drive, southeast of Klamath Falls. The installation is estimated to cost $13,000.

Historical Background:

This investigation and report was initiated by the Traffic Engineering Division because of traffic hazards and congestion at this intersection.

Investigation:

The point investigated is basically a three-way intersection, with a one-way street serving the Klamath County Fairgrounds and Klamath County Shops entering on the fourth leg. This is a channelized intersection and at this location there is a raised median in the center of the Klamath Falls-Lakeview Highway which is approximately 60 feet in width. A very small traffic circle has been placed in the center of the intersection to channelize the various turning movements to and from Altamont Drive and the one-way street entering from the north. The indicated speed on this section of the Klamath Falls-Lakeview Highway is 35 MPH. At the present time, those vehicles entering from Altamont Drive and the one-way leg from the north are required to stop before proceeding. Altamont Drive serves a relatively large residential area as well as the Klamath Falls Air Base and Airport.

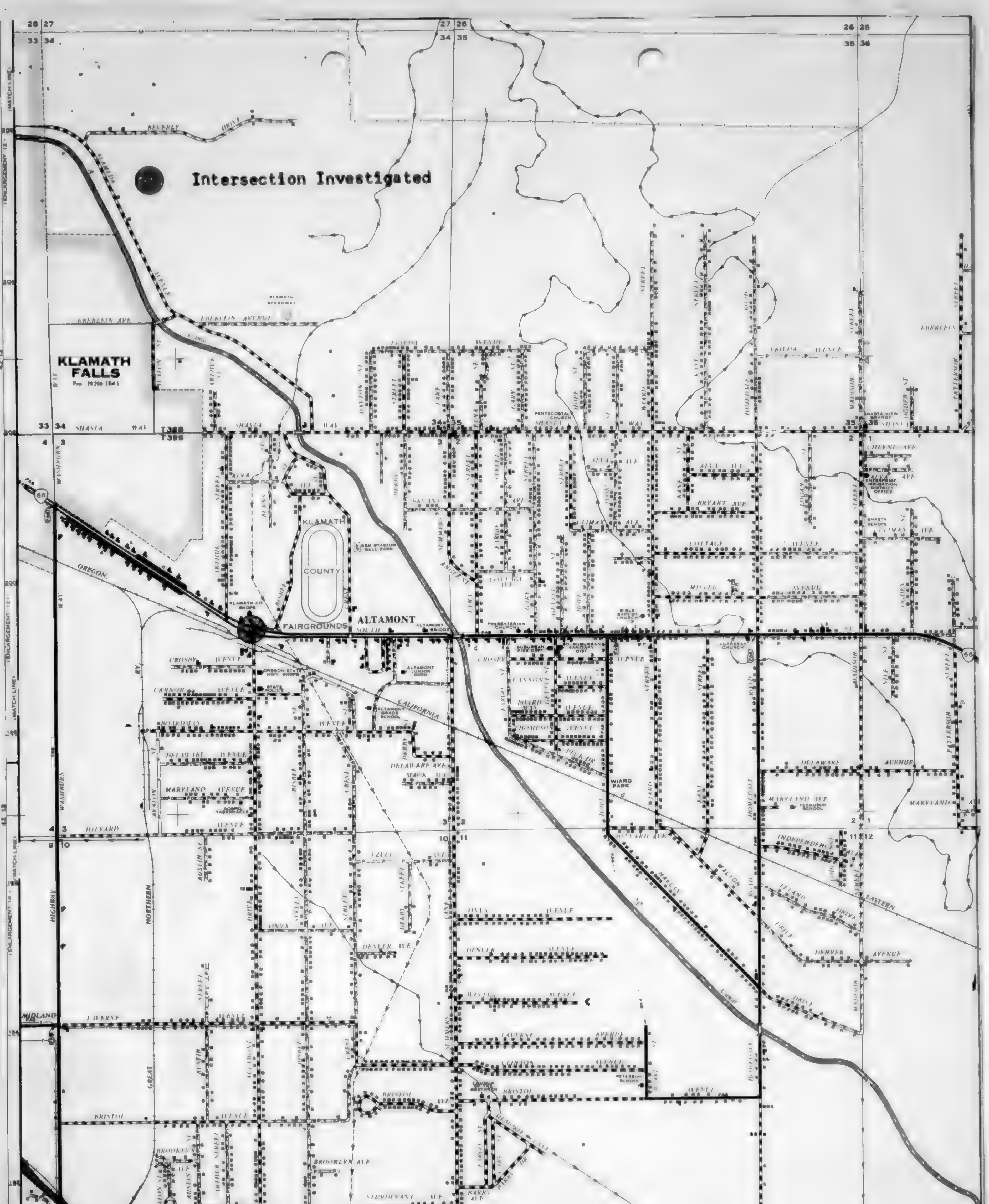
A 16-hour vehicle and pedestrian count was taken at the intersection on Monday and Tuesday, August 15, 16, 1960. The computed 24-hour volume entering the intersection was 22,232 vehicles. It was found that 4,148, or 19% of all vehicles entering entered from the side streets. In addition to those vehicles mentioned above, 99 vehicles made the "U" turn from west to west and 53 from east to east. It was found that 582 made the left turn movement from east to south.

During the period from January 1, 1955 to June 30, 1960, there were 34 reported accidents at this intersection. Two persons were injured and there were no fatalities. Fifteen of the 34 reported accidents were of a type that might have been prevented by traffic signals and there were four preventable accidents during the last 12 months of accident records.

In comparing conditions at this intersection with the standard warrant for the signalization of urban intersections, it was found that the average hourly total volume entering the intersection during the maximum eight hours was 1,528, as compared with 750 required by the warrant, and the average hourly cross-street volume during the same period was 296, as compared with the 175 vehicles required by the warrant. In addition, as is mentioned above, there were four preventable accidents during the last 12 months which approaches the five required by the standard warrant.

Based on the facts gathered during the investigation, it is recommended that a fully-actuated two-phase traffic signal be installed at this intersection. The installation is estimated to cost $13,000.

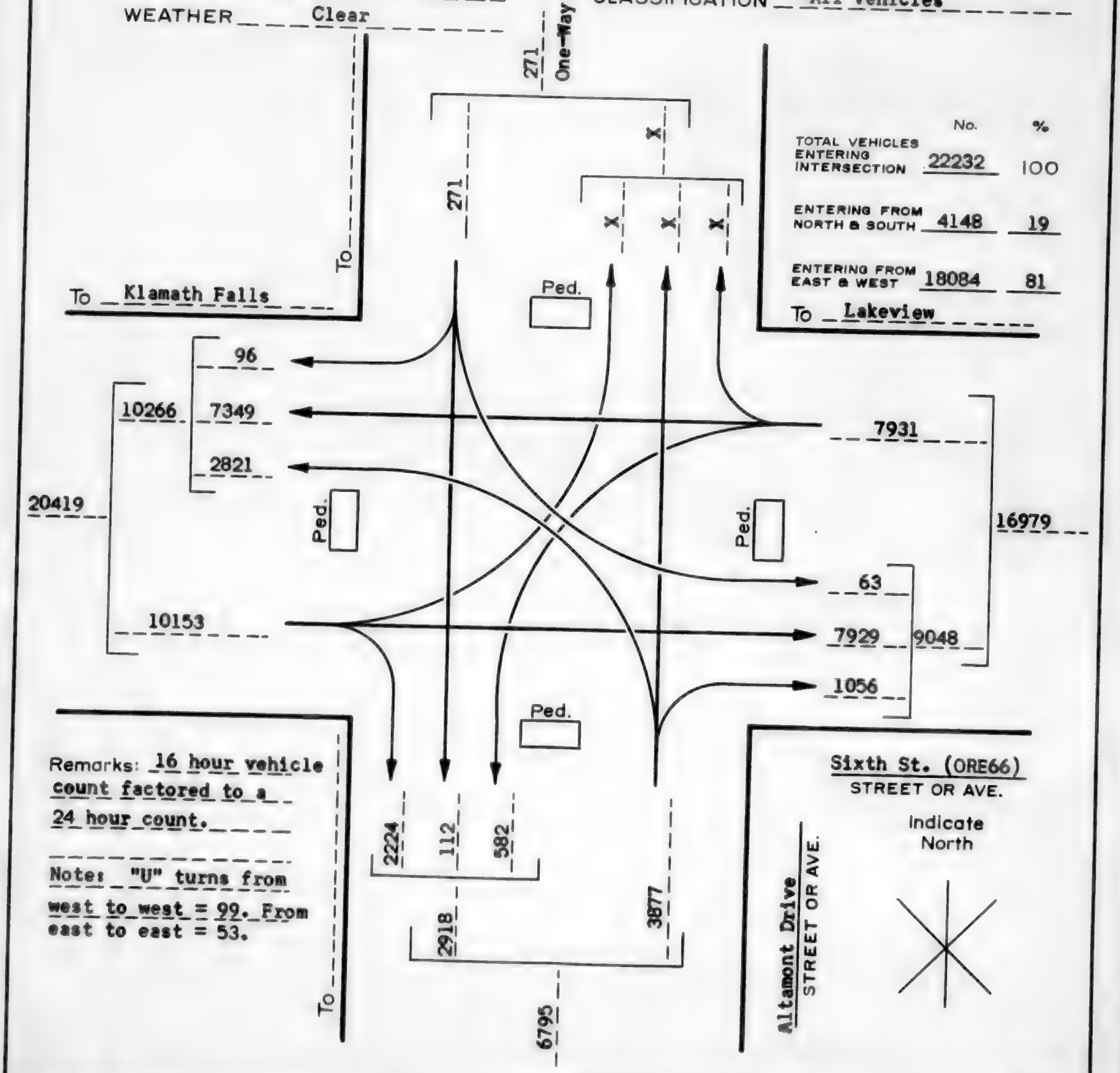
VPJ:pk


Intersection Investigated
KLAMATH FALLS
Pop. 20,200 (Est.)
ALTAMONT
KLAMATH COUNTY FAIRGROUNDS
SHASTA WAY
SOUTH 6th ST
CALIFORNIA
OREGON
WASHBURN WAY
HIGHWAY
GREAT NORTHERN RY
EBERLEIN AVENUE
BEVERLY DRIVE
CROSBY AVENUE
CANNON AVENUE
BOARDMAN AVENUE
DELAWARE AVENUE
MARYLAND AVENUE
HILYARD
DENVER AVE
LAVERNE AVENUE
BRISTOL AVENUE
BROOKLYN AVE
STURDEVANT AVE
BARRY AVE
BARTLETT AVE
MIDLAND
WIARD PARK
ALTAMONT JUNIOR HIGH
ALTAMONT GRADE SCHOOL
FERGUSON SCHOOL
SHASTA SCHOOL
PRESBYTERIAN CHURCH
LUTHERAN CHURCH
BIBLE BAPTIST CHURCH
PENTECOSTAL CHURCH
KLAMATH SPEEDWAY
Canal
EASTERN
ENLARGEMENT 12
MATCH LINE
T38S
66

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE August 15-16, 1960
DAY OF WEEK Monday & Tuesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM to 10 PM
PEDESTRIAN COUNT ______ HRS.
HOURS COUNTED ______
WEATHER Clear

CITY OF Klamath Falls
INTERSECTION OF Sixth Street (ORE66)
AND Altamont Drive
STATION NO. ______
CODE NO. ______
CLASSIFICATION All Vehicles


271
One-Way
271
X
X
X
X
To
To Klamath Falls
Ped.
To Lakeview
96
10266
7349
2821
20419
Ped.
Ped.
7931
16979
63
10153
7929
9048
1056
Ped.
2224
112
582
2918
3877
6795
To
Sixth St. (ORE66)
STREET OR AVE.
Altamont Drive
STREET OR AVE.
Indicate North

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	22232	100
ENTERING FROM NORTH & SOUTH	4148	19
ENTERING FROM EAST & WEST	18084	81

Remarks: 16 hour vehicle count factored to a 24 hour count.

Notes: "U" turns from west to west = 99. From east to east = 53.

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date August 15-16, 1960

Day of week Monday & Tuesday

Hours counted 16

Weather Clear

Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A. M.	6:00- 7:00	-		1		6		238	113	19	19	74	74	544	100	18	444	82
	7:00- 8:00	3		4		9		540	193	21	44	90	204	1108	264	24	844	76
	8:00- 9:00	1		3		4		442	280	18	49	85	142	1024	199	19	825	81
	9:00-10:00	4		6		4		357	357	19	49	75	147	1018	210	21	808	79
	10:00-11:00	3		10		5		403	468	47	42	147	156	1281	216	17	1065	83
	11:00-12:00	4		5		5		459	536	45	75	140	214	1483	303	20	1180	80
P. M.	12:00- 1:00	8		10		12		549	517	61	30	132	259	1578	319	20	1259	80
	1:00- 2:00	6		6		4		543	502	43	65	121	175	1465	256	17	1209	83
	2:00- 3:00	4		5		7		521	560	28	95	140	195	1555	306	20	1249	80
	3:00- 4:00	2		5		8		361	622	37	75	150	140	1400	230	16	1170	84
	4:00- 5:00	9		12		13		590	754	50	118	204	242	1992	394	20	1598	80
	5:00- 6:00	3		2		6		378	961	35	106	200	175	1866	292	16	1574	84
	6:00- 7:00	1		8		-		355	481	11	50	188	139	1233	198	16	1035	84
	7:00- 8:00	1		3		7		429	375	33	58	112	164	1182	233	20	949	80
	8:00- 9:00	6		4		5		327	294	44	69	86	78	913	162	18	751	82
	9:00-10:00	2		4		7		189	194	18	16	78	61	569	90	16	479	84
	10:00-11:00																	
	11:00-12:00																	
A. M.	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
24-Hour total		63		96		112		7349	7929	582	1056	2224	2821	22232	4148	19	18084	81
16-Hour total		57		88		102		6681	7207	529	960	2022	2565	20211	3772	19	16439	81
-Hour total																		
Control																		
Factor																		

Tabulat

Comput

Checke

Checke

Altamont St. is North and South

Sixth St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Klamath Falls

Intersection 6th Street (ORE66) & Altamont Drive

Station number

Code number

Classification All Vehicles

TS									SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
19	19	74	74	544	100	18	444	82								
21	44	90	204	1108	264	24	844	76								
18	49	85	142	1024	199	19	825	81								
19	49	75	147	1018	210	21	808	79								
47	42	147	156	1281	216	17	1065	83								
45	75	140	214	1483	303	20	1180	80								
61	30	132	259	1578	319	20	1259	80								
43	65	121	175	1465	256	17	1209	83								
28	95	140	195	1555	306	20	1249	80								
37	75	150	140	1400	230	16	1170	84								
50	118	204	242	1992	394	20	1598	80								
35	106	200	175	1866	292	16	1574	84								
11	50	188	139	1233	198	16	1035	84								
33	58	112	164	1182	233	20	949	80								
44	69	86	78	913	162	18	751	82								
18	16	78	61	569	90	16	479	84								
582	1056	2224	2821	22232	4148	19	18084	81	271	16979	20419	6795				
529	960	2022	2565	20211	3772	19	16439	81								

Tabulated by "U" turns from west to west = 99,

Computed by from east to east = 53

Checked by

Checked by

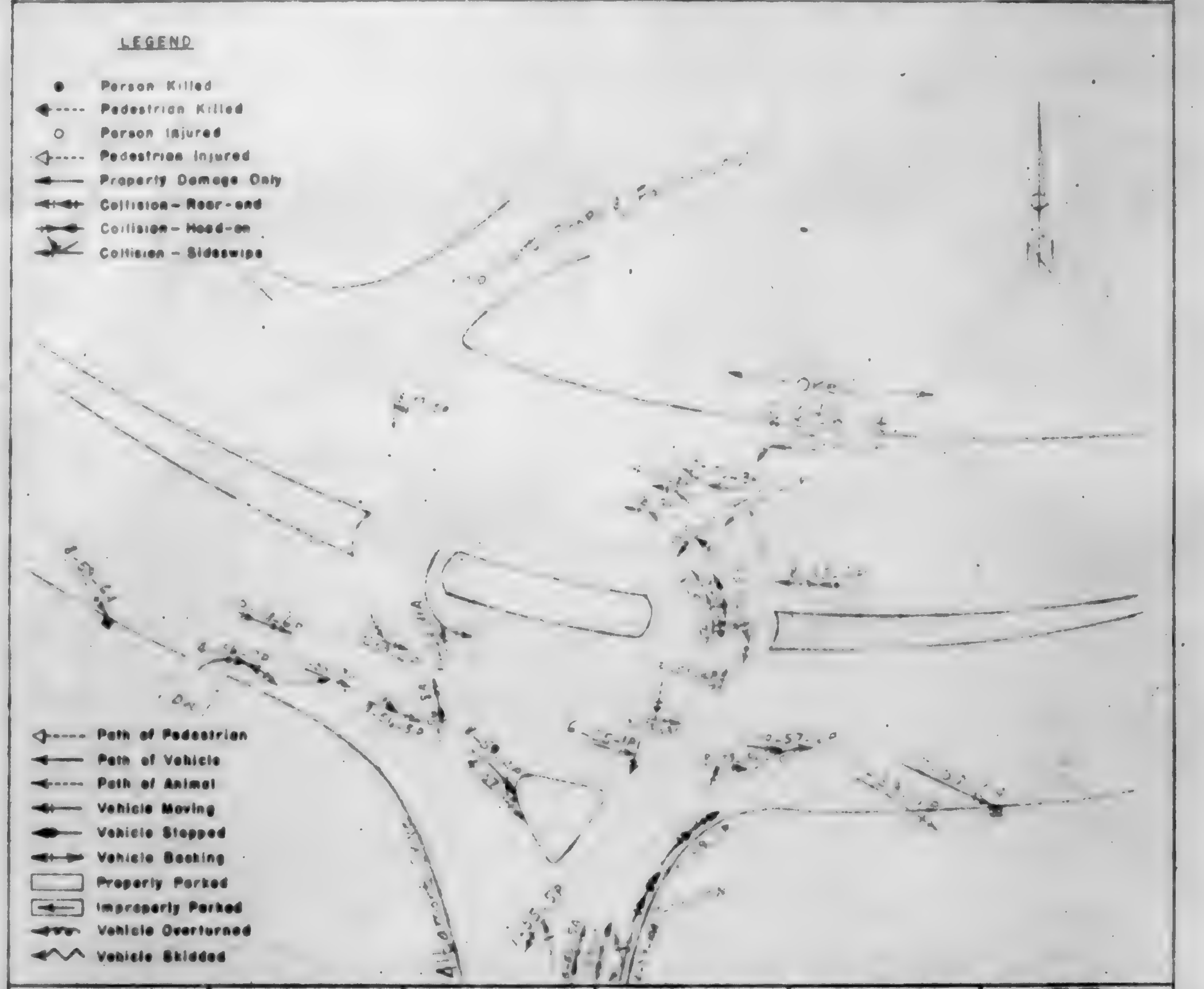
d South

d West

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

~~City of~~ [illegible] County Klamath
Intersection of S. 6th St. and Altamont Drive
Highway Number 20 (Ore. 66) M.P. [illegible]
Period Covered 1-1-55 To 6-30-60
Compiled by C.S. Drawn by ______ Date 8-15-60


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision – Rear-end
Collision – Head-on
Collision – Sideswipe
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Property Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
Altamont

Collision Type	1955-1956				1957-1958				1959				6 Mos. 1960				TOTAL			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle			2	2				1			2	2							5	5
Head-on																				
Rear-end			2	2			1	1			3	3							6	6
Sideswipe																				
Turning Movement			4	4		1	3	4			4	4			1	1		1	12	13
Parking																				
Non-collision										1		1						1		1
Fixed Object							2	2			2	2							4	4
Pedestrian																				
Backing			3	3							2	2							5	5
Misc.																				
TOTAL			11	11		1	7	8		1	13	14			1	1		2	32	34

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
June, 1960

INVESTIGATION OF WARRANT FOR TRAFFIC SIGNALS
Klamath Falls-Lakeview Hwy. at Summers Lane
ORE66 - Hwy. No. 20 - M.P. 3.22
Klamath County

Recommendation:

As a result of this investigation, it is recommended that a three-phase, full-actuated traffic signal be installed on the Klamath Falls-Lakeview Highway (South Sixth Street) at Summers Lane, contingent upon the construction of a left turn refuge for the east to south movement and the widening of the highway east of this intersection. The estimated cost of this project is $11,000. for signalization and $300. for channelization.

Historical Background:

This investigation and report is in response to a request dated May 18, 1960, from Mr. J. R. Kalinoski, Klamath County Engineer. This intersection has been the subject of prior investigations in which the request for signals have been denied because the intersection did not meet the minimum warrants for traffic signals and because there is no left turn refuge for the east to south traffic movement.

Investigation:

The westerly portion of South Sixth Street, from a point approximately 60 feet from the centerline of Summers Lane, is composed of four traffic lanes with a concrete median divider. The highway tapers to a 56 foot street width immediately east of Summers Lane in the vicinity of the K.I.D. Canal, with no medial divider. This section is scheduled for widening east of Summers Lane with a median separator in the not too distant future. It is not known at this time if the median will be of such width as to provide the necessary left turn refuge.

– A[illegible] to $460,000 in 5-yr program

The Summers Lane intersection is within an indicated 35 MPH speed zone. There are no left turn refuges at this T-type intersection. There is a junior high school and a grade school located in the vicinity of this intersection and an attempt was made to provide a highway crosswalk through the use of an overhead flashing beacon "SCHOOL CROSSING" sign installation at a point approximately 1,000 feet west of Summers Lane. Because of the lack of interest by School Officials, this installation did not prove successful, and upon request from the School Board, was removed.

Summers Lane has bituminous surface with a width of 30 feet. This street serves a residential area and is also the most direct route to the Army Air Force Base.

A 16-hour vehicle and pedestrian count was taken at this intersection during May, 1960. The computed 24-hour total volume entering the intersection was 19,843 vehicles. 2,344 vehicles, or 12% of the total, entered from Summers Lane. It was found that 845 vehicles made the left turn from east to south and during the 16-hour period of count, 20 pedestrians crossed the highway.

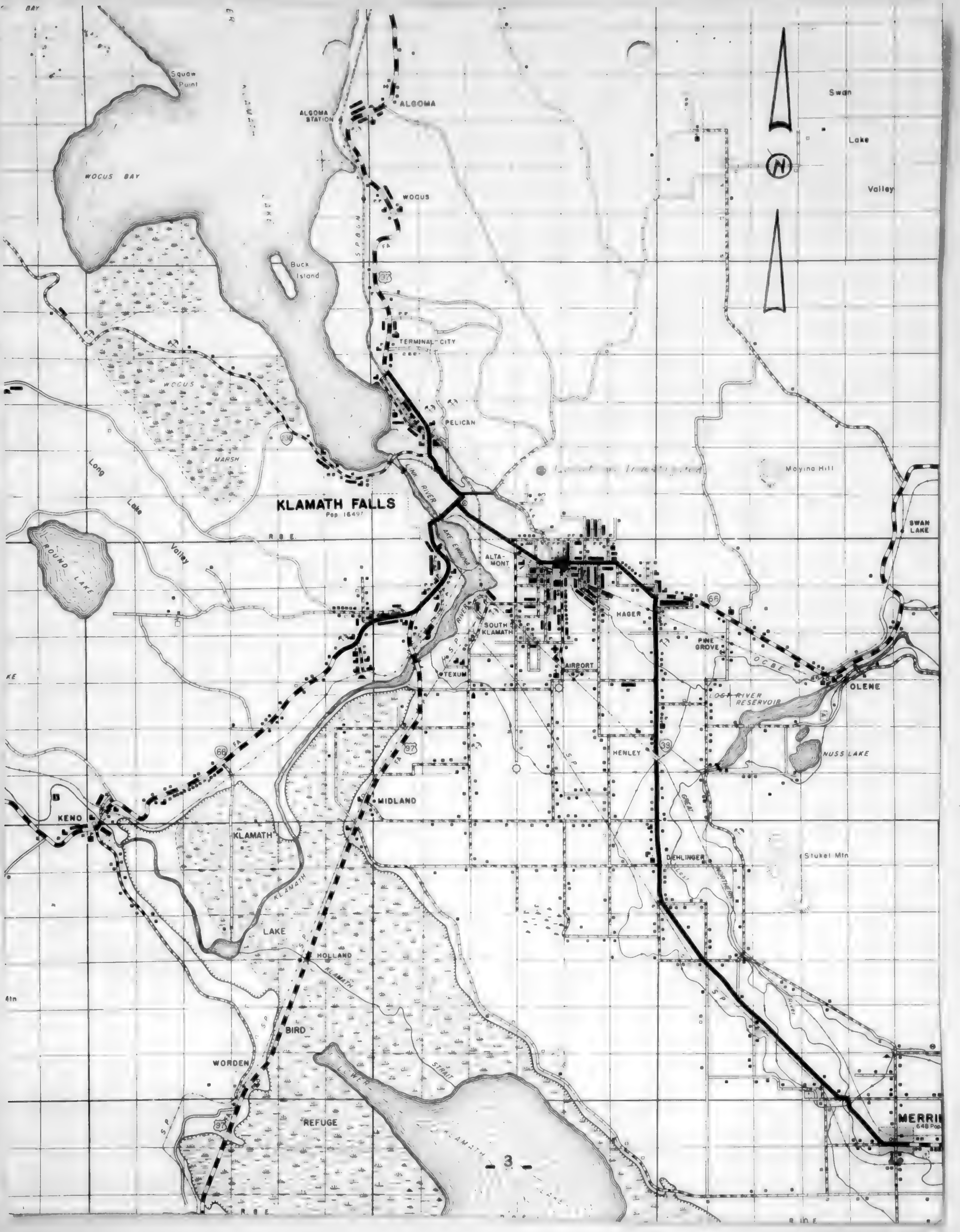
During the period from January 1, 1955 to March 31, 1960, there were 24 reported accidents at this intersection. Three persons were injured and there were no fatalities. Nine of the accidents were of a type that might have been prevented by traffic signals.

In the table below, actual traffic volumes are compared with the standard warrants for fixed-time signals at urban intersections. Although the intersection is outside the corporate city limits of Klamath Falls, traffic conditions are such that it is more urban than rural in nature.

Item	Summers Lane	Minimum Warrant
Total Volume Warrant		
Average Hourly Total Volume (Max. 8 Hrs.)	1410	750
Average Hourly Cross-Street Volume (Max. 8 Hrs.)	152	175
Pedestrian Warrant		
Average Hourly Pedestrian Volume Across Main St. (Max. 8 Hrs.)	(Negligible)	250
Average Hourly Vehicle Volume on Main St. (Max 8 Hrs.)	- - -	600
Interruption of Continuous Traffic Warrant		
Average Hourly Vehicle Volume on Main St. (Max. 8 Hrs.)	1258	750
Average Combined Volume Across Main St. (Max. 8 Hrs.)	152	75
Accident Warrant		
Preventable Accidents (Last 12 Mos.)	0	5

It is noted that the intersection closely approaches the warrant for minimum vehicle volume. The intersection exceeds the warrant for interrruption of continuous traffic. The pedestrian warrant is not met.

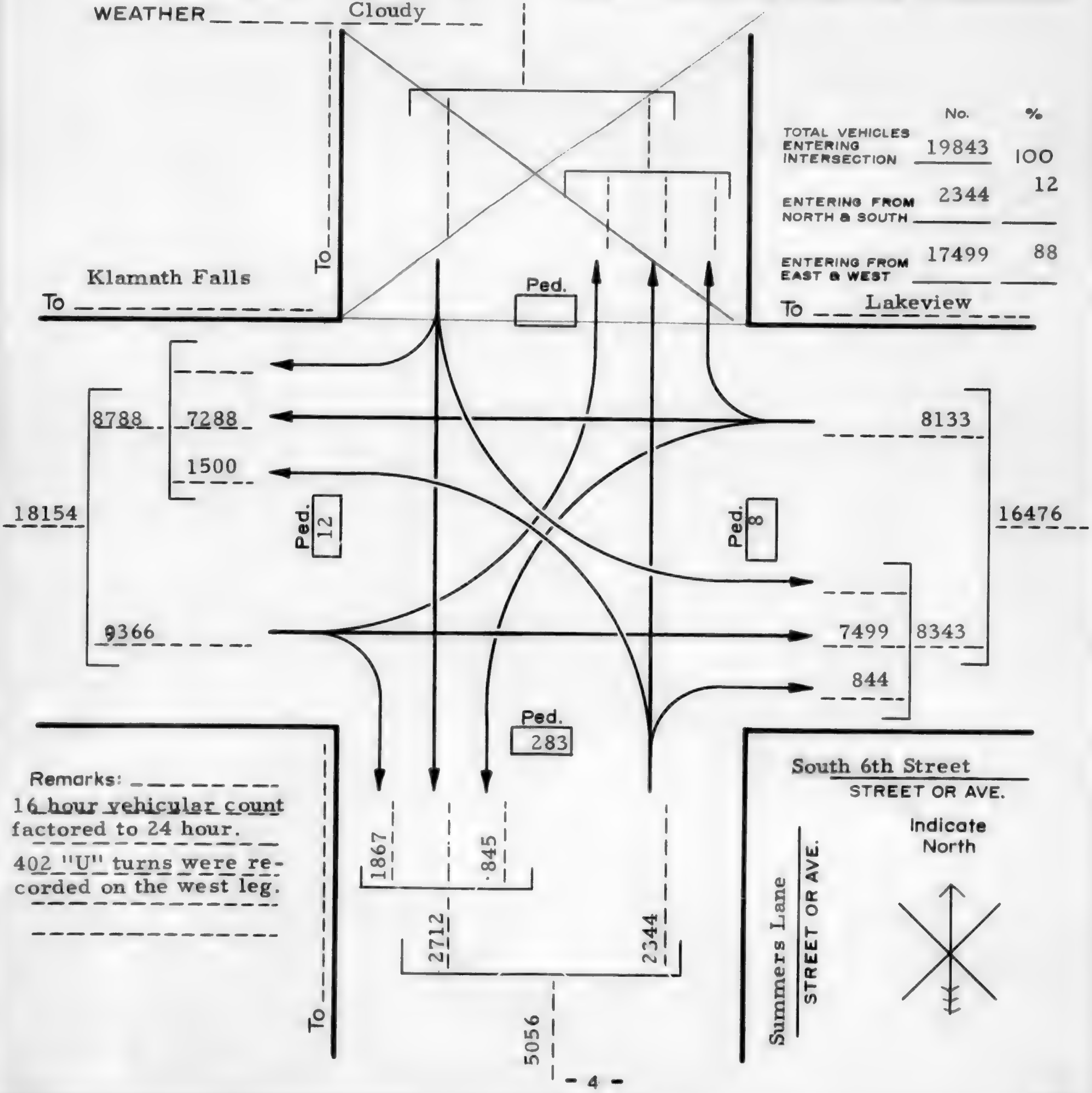
It is recommended that a three-phase, full-actuated traffic signal control installation be made at this intersection in lieu of a fixed-time signal because of the high disproportion of the entering volume, low pedestrian count across the highway, and because of the relatively high speeds. It is further recommended that a left turn refuge be constructed as shown on the attached plans. The total cost of the recommended treatment is estimated to be $11,300.


BAY
Squaw Point
WOCUS BAY
ALGOMA
ALGOMA STATION
WOCUS
Buck Island
97
TERMINAL CITY
PELICAN
WOCUS
MARSH
Long
Lake
Valley
ROUND LAKE
LINK RIVER
KLAMATH FALLS
Pop 16497
R 9 E
Location Investigated
Moyina Hill
Swan
Lake
Valley
SWAN LAKE
ALTA-MONT
LAKE EWAUNA
SOUTH KLAMATH
HAGER
66
PINE GROVE
OC&E
OLENE
TEXUM
AIRPORT
LOST RIVER RESERVOIR
NUSS LAKE
HENLEY
39
GREAT NORTHERN
66
97
MIDLAND
KENO
KLAMATH
LAKE
KLAMATH
DEHLINGER
Stukel Mtn
HOLLAND
KLAMATH STRAIT
BIRD
WORDEN
REFUGE
LOWER KLAMATH LAKE
97
S P
R 9 E
R 10 E
MERRI
648 Pop

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE May 26, 27, 1960
DAY OF WEEK Thur. & Fri.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Cloudy

CITY OF Klamath Falls
INTERSECTION OF South 6th Street
AND Summers Lane
STATION NO.
CODE NO.
CLASSIFICATION All Veh. & Ped.


To
To Klamath Falls
Ped.
To Lakeview
8788
7288
1500
8133
18154
Ped. 12
Ped. 8
16476
9366
7499
8343
844
Ped. 283
1867
845
2712
2344
5056
To
To
South 6th Street
STREET OR AVE.
Summers Lane
STREET OR AVE.
Indicate North

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	19843	100
ENTERING FROM NORTH & SOUTH	2344	12
ENTERING FROM EAST & WEST	17499	88

Remarks:
16 hour vehicular count factored to 24 hour.
402 "U" turns were recorded on the west leg.

12-55

Form E-46—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date May 26, 27, 1960
Day of week Thur. & Fri.
Hours counted 16
Weather Cloudy

Classification All Veh. & Ped.

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West
		SUMMARY BY MOVEMENTS															
A. M.	6:00– 7:00							186	95	22	13	8	46	370	59	16	311
	7:00– 8:00							453	185	41	39	30	145	893	184	21	709
	8:00– 9:00							385	268	39	36	53	124	905	160	18	745
	9:00–10:00							387	320	24	57	53	65	906	122	13	784
	10:00–11:00							406	405	41	27	72	69	1020	96	9	924
	11:00–12:00							370	474	45	38	92	71	1090	109	10	981
P. M.	12:00– 1:00							443	421	45	46	110	95	1160	141	12	1019
	1:00– 2:00							465	430	34	43	86	69	1127	112	10	1015
	2:00– 3:00							528	531	43	61	115	85	1363	146	11	1217
	3:00– 4:00							517	626	57	57	133	81	1471	138	9	1333
	4:00– 5:00							636	763	69	94	166	117	1845	211	11	1634
	5:00– 6:00							453	832	73	71	222	73	1724	144	8	1580
	6:00– 7:00							441	484	54	53	151	79	1262	132	10	1130
	7:00– 8:00							463	407	94	68	179	127	1338	195	15	1143
	8:00– 9:00							286	334	56	33	143	66	918	99	11	819
	9:00–10:00							206	242	32	31	84	52	647	83	13	564
	10:00–11:00																
	11:00–12:00																
A. M.	12:00– 1:00																
	1:00– 2:00																
	2:00– 3:00																
	3:00– 4:00																
	4:00– 5:00																
	5:00– 6:00																
24-Hour total								7288	7499	845	844	1867	1500	19843	2344	12	17499
-Hour total																	
-Hour total 16								6625	6817	769	767	1697	1364	18039	2131	12	15908
Control																	
Factor																	

Summers Lane **St. is North and South**

South Sixth Street **St. is East and West**

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Klamath Falls

Intersection South 6th Street and Summers Lane

Station number

Code number

Classification All Veh. & Ped.

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East		West		South		"U" Turns
													School	Other	School	Other	School	Other	
13	8	46	370	59	16	311	84						-	-	-	-	2	2	6
39	30	145	893	184	21	709	79						-	1	-	-	5	1	4
36	53	124	905	160	18	745	82						-	-	-	-	73	1	3
57	53	65	906	122	13	784	87						-	-	-	2	1	[illegible]	7
27	72	69	1020	96	9	924	91						1	2	-	-	2	5	30
38	92	71	1090	109	10	981	90						-	-	-	1	1	-	39
46	110	95	1160	141	12	1019	88						-	1	-	-	1	2	40
43	86	69	1127	112	10	1015	90						-	-	-	-	-	3	24
61	115	85	1363	146	11	1217	89						-	-	-	-	2	2	41
57	133	81	1471	138	9	1333	91						-	-	-	-	105	8	39
94	166	117	1845	211	11	1634	89						-	-	-	2	31	7	59
71	222	73	1724	144	8	1580	92						3	-	-	-	6	2	35
53	151	79	1262	132	10	1130	90						-	-	-	-	6	5	25
68	179	127	1338	195	15	1143	85						-	-	1	6	4	-	19
33	143	66	918	99	11	819	89						-	-	-	-	1	2	14
31	84	52	647	83	13	564	87						-	-	-	-	-	-	7
844	1867	1500	19843	2344	12	17499	88		16476	18154	5056								
767	1697	1364	18039	2131	12	15908	88						4	4	1	11	240	43	402

th

ast

Tabulated by

Computed by

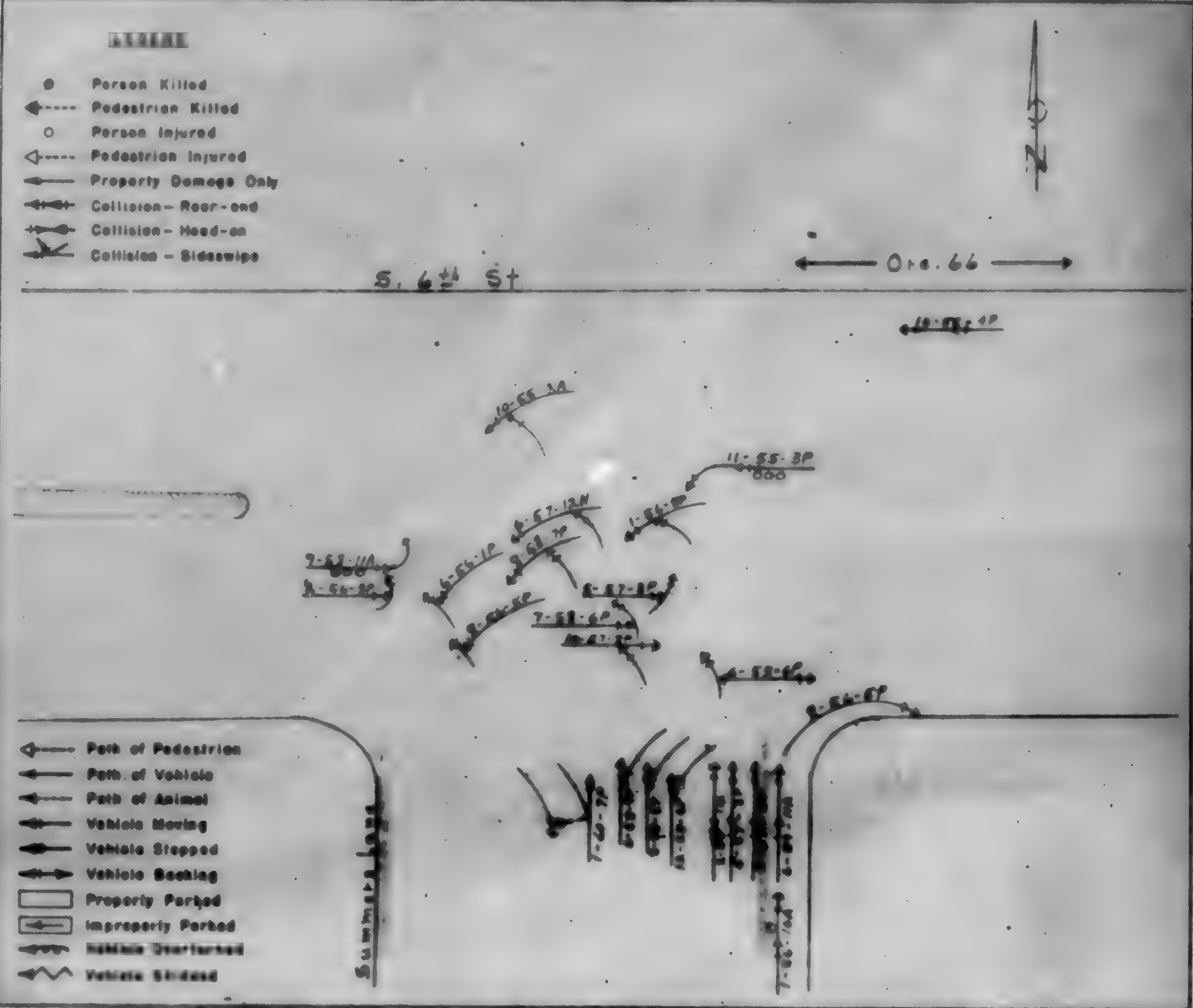
Checked by

Checked by

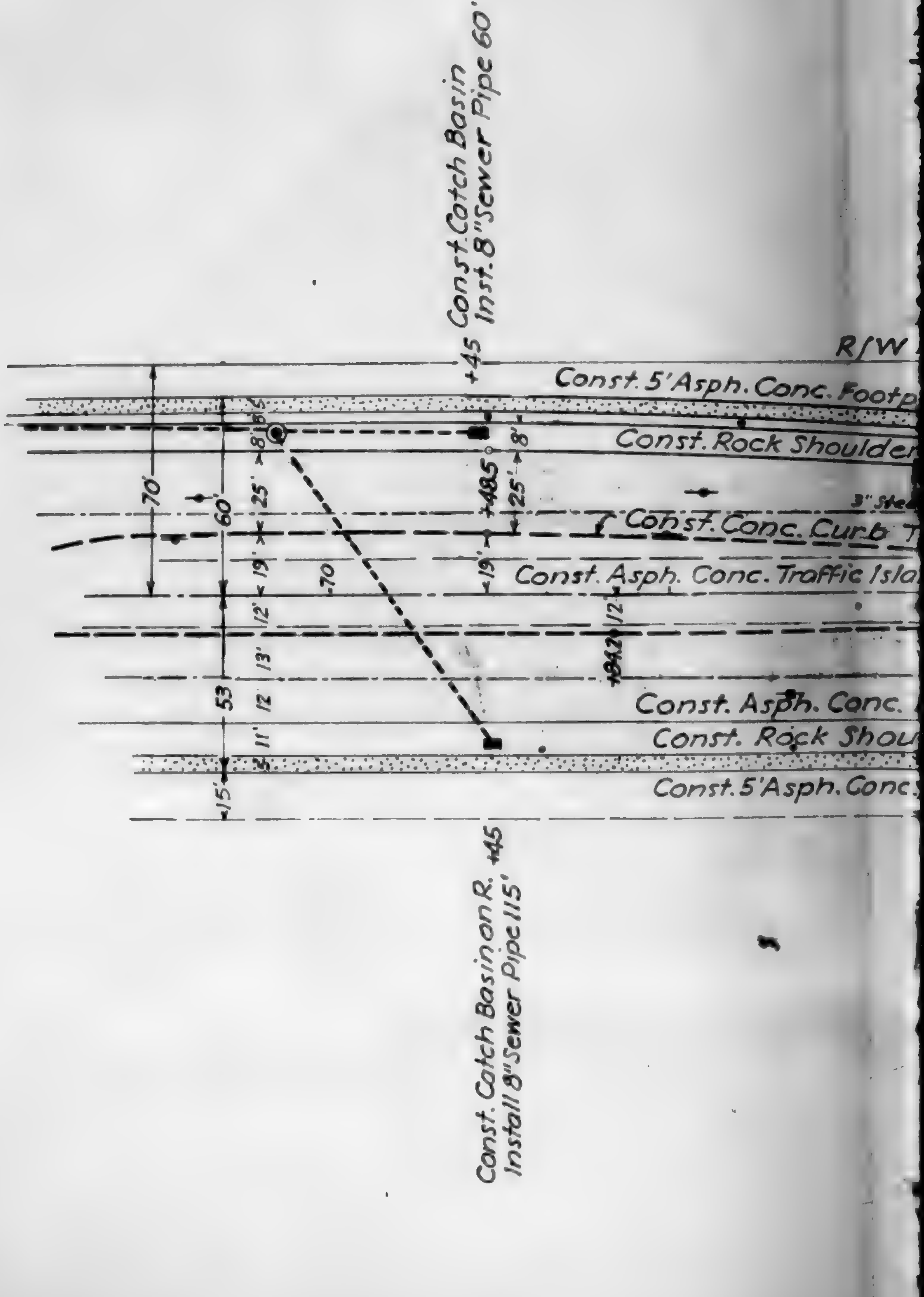
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of ____________ County Klamath
Intersection of S. 6th St. and Summers Lane
Highway Number 20 (Ore 66) M.P. 3.??
Period Covered 1-1-55 to 3-31-60
Compiled by LRS Drawn By ____________ Date 5-25-60


LEGEND
● Person Killed
◄---- Pedestrian Killed
○ Person Injured
◁---- Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
N
S. 6th St
Ore. 66
10-55-3A
11-55-3P
7-58-6P
Summers Lane
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

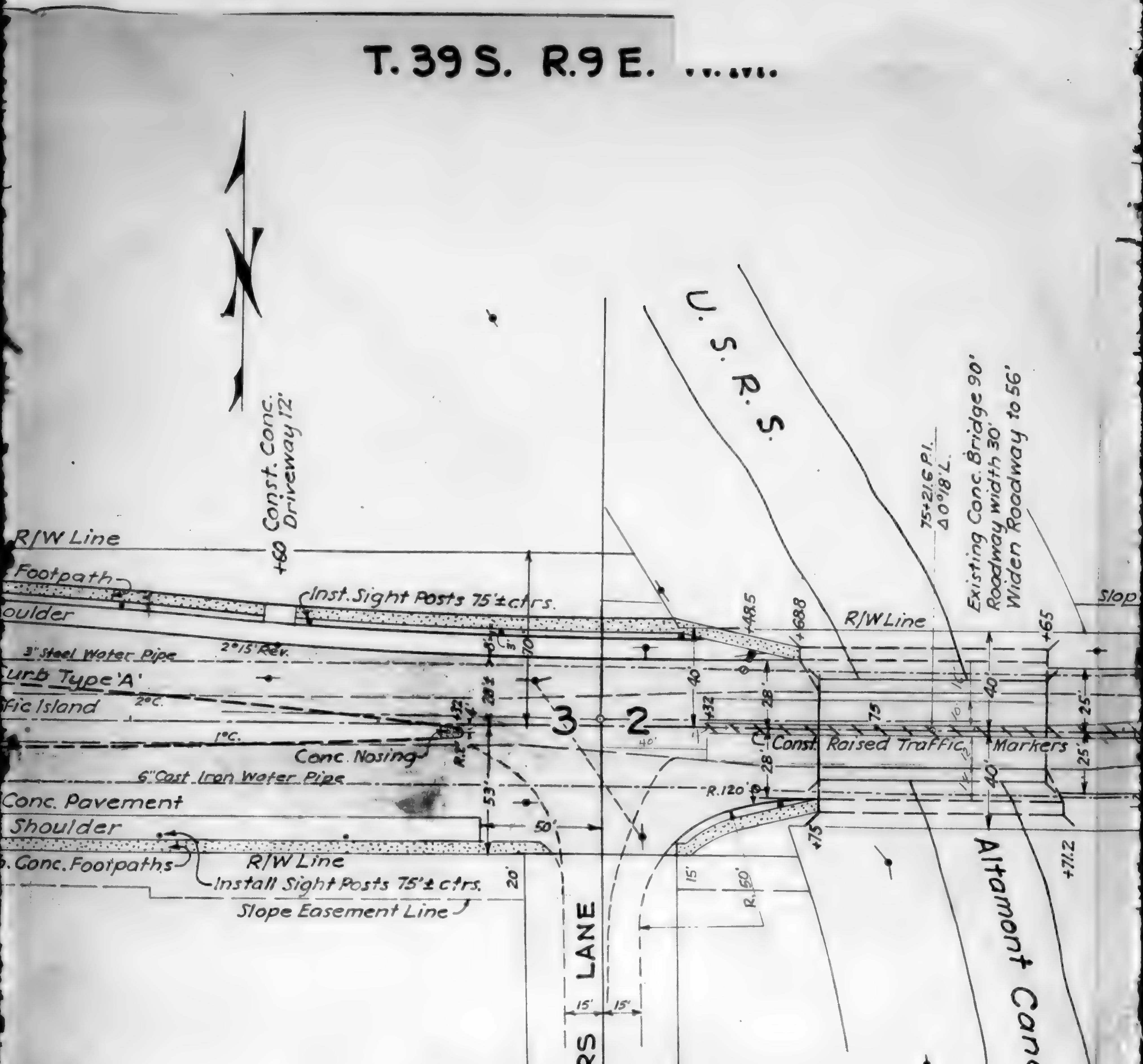
Collision Type	1955 - 1956				1957 - 1958				1959				3 mo 1960				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		2	1	3		1	2	3			1	1						3	4	7
Sideswipe																				
Turning Movement			8	8			5	5							1	1			14	14
Parking																				
Non-collision																				
Fixed Object			1	1															1	1
Pedestrian																				
Backing			2	2															2	2
Misc.																				
TOTAL		2	12	14		1	7	8			1	1			1	1		3	21	24

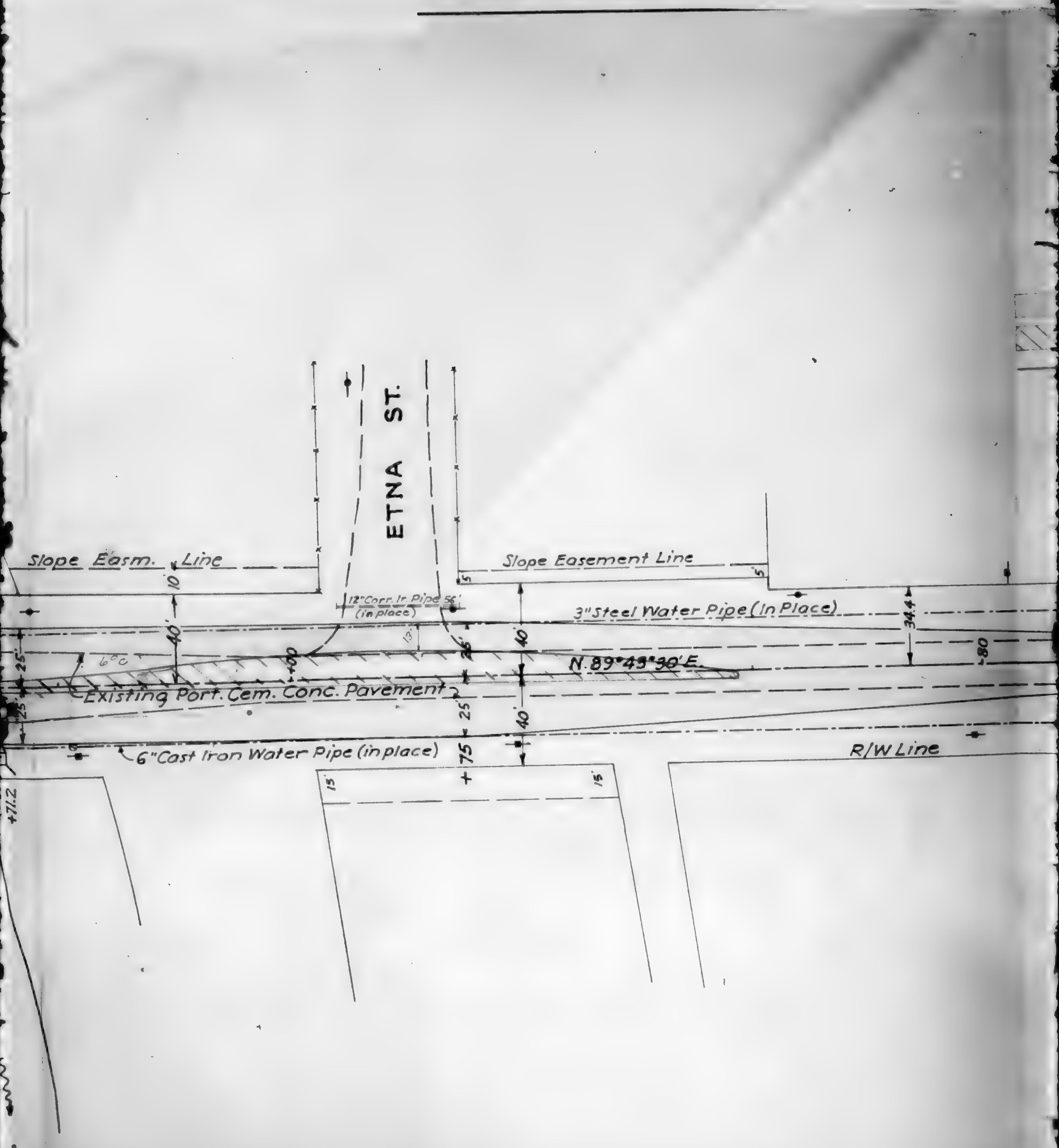

R/W
Const. 5'Asph. Conc. Footp
Const. Rock Shoulder
3" Ste
Const. Conc. Curb T
Const. Asph. Conc. Traffic Isla
Const. Asph. Conc.
Const. Rock Shou
Const. 5'Asph. Conc.
+45 Const. Catch Basin
Inst. 8" Sewer Pipe 60'
Const. Catch Basin on R. +45
Install 8" Sewer Pipe 115'
70'
60
25'
19
12'
13'
12
11'
5
53
15'
8'
8'
25'
19'
+48.5
70
+94.2
12'

FINAL SURVEY

NOTE BOOK NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

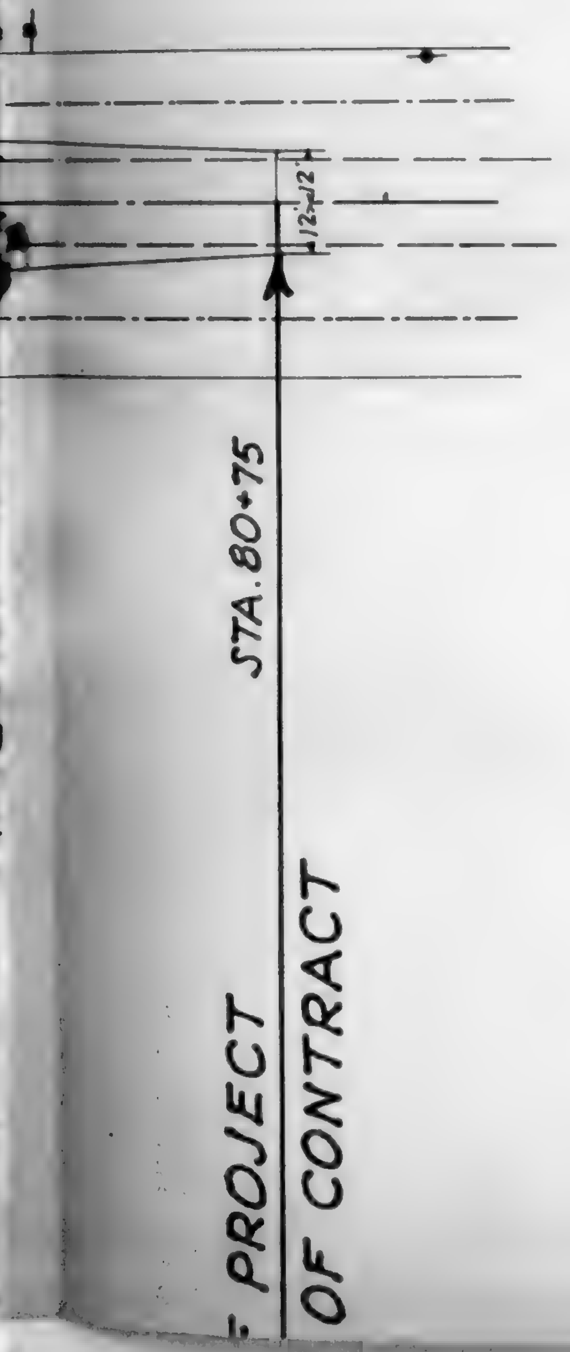

T. 39 S. R. 9 E.
N
+60 Const. Conc. Driveway 12'
R/W Line
Footpath
Inst. Sight Posts 75'± ctrs.
oulder
3" Steel Water Pipe
2°15' Rev.
Curb Type 'A'
fic Island
2°C.
1°C.
Conc. Nosing
6" Cast Iron Water Pipe
Conc. Pavement
Shoulder
. Conc. Footpaths
R/W Line
Install Sight Posts 75'± ctrs.
Slope Easement Line
70
40
28
28
53'
50'
20'
3
2
40'
U. S. R. S.
+48.5
+68.8
R/W Line
75+21.6 P.I.
Δ 0°18' L.
Existing Conc. Bridge 90'
Roadway width 30'
Widen Roadway to 56'
+65
Slop
Const. Raised Traffic Markers
75
40
40'
25
25
R. 120'
+75
15'
R. 50'
+71.2
Altamont Canal
SUMMERS LANE
15'
15'


ETNA ST.
Slope Easm. Line
Slope Easement Line
10'
5'
5'
12" Corr. Ir. Pipe 56'
(in place)
3" Steel Water Pipe (In Place)
34.4
40'
40'
25'
6°C
13'
26'
+00
N.89°43'30"E.
-80
Existing Port. Cem. Conc. Pavement
25'
25'
40'
6" Cast Iron Water Pipe (in place)
R/W Line
+75
15'
15'
+71.2

KLAMATH FALLS - U.S.R.S. CANAL SEC. KLAMATH FALLS - LAKEVIEW HWY. KLAMATH COUNTY				S
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TO SHE
8	OREGON	S-31(3)		8 In

LEGEND

▭ Existing Pavement
▨ Proposed Rolled Asphaltic Surface
— Proposed Painted Line


12'
12'
STA. 80+75
PROJECT
OF CONTRACT

KLAMATH FALLS - U.S. R.S. CANAL SEC. KLAMATH FALLS - LAKEVIEW HWY. KLAMATH COUNTY				SHEET No. 9
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-31(3)		See Index

LEGEND

ing Pavement
sed Raised Asphaltic Markers
sed Painted Line

OF CONTRACT

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
—
COURT HOUSE
KLAMATH FALLS, OREGON

5 19 60
Johnson
Acknowledge

May 18, 1960

Oregon State Highway Department
Traffic Engineering Division
Salem, Oregon

Dear Sirs:

I wish to call to your attention the intersection of South 6th Street and Summers Lane in Klamath Falls. This office would like to request an investigation for the feasibility of the installation of a traffic control signal.

This request is being made as a result of a traffic count made on Summers Lane at a point approximately five hundred feet south of the center line of South 6th Street. This count being made on a continuous basis and ending at 8:50 A.M., May 17th, was for a five day period and indicated a total of 26,076 vehicles traveling in a north and south direction on Summers Lane.

I would be grateful if you would keep this office advised of your response to this letter.

Very truly yours,

J.R. Kalinoski
County Engineer

JRK/ok

RECEIVED
MAY 19 1960
TRAFFIC ENGINEERING

#90

U-196(22) Albany-Santiam Inter. Sec.
Santiam Hwy. 1960
#5807 Grading & Paving

CYH
3283
7 29 6.

RECEIVED
JAN 15 1963

FOR FILING

[illegible]

55-7

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 10, 1963

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

By:
L. R. Backlund
Administrative Manager

Oregon Project U-196(22)
Albany-Santiam Interchange Section
Voucher No. 8 - Final
Net amount claimed - $24,846.00

The subject voucher has been approved in the reduced amount of $24,622.00. Deduction has been made in accordance with the attached Schedule of Exceptions, Item No. 1:

Total amount of deduction	$351.64
Federal Aid pro-rata	63.93%
Net deduction in even dollars	$224.00

In the event you disagree with the deductions made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attachment

NOTED
LLOYD P. SHAW

original To Young
with attachment
1-15-63

Contract No. 5807

State

RECEIVED
MAY 10 1962
FOR FILING

Monthly transaction number 5-55	Fo -2A (5-[illegible]-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 10	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 5-3-62	County Linn
		Project number U-196(22)

5807

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 28, 19 60, is hereby modified as follows:

Revised estimated total cost of project	$ 278,966.00
Revised Federal funds	$ 172,846.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3 day of May, 19 62.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. L. Porter

ASSISTANT State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ C. G. Polk
Division Engineer

By: L R Backlund
L. R. Backlund
Administrative Manager

May 1, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Albany-Santiam Interchange Section, Project No. U-196(22).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:cr

5807 11-28-60

RECEIVED
NOV 29 1960
FOR FILING

Monthly Transaction No. 54	Form 2 (9-1.) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project Report No. U-196(22)	**FEDERAL-AID PROJECT AGREEMENT**	County **Linn**
		Project No. **U-196(22)**

5807

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 20 Geary St. (Albany) to Pacific Hwy.
(Albany-Pacific Hwy. Jct. Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**10-10-60**	**0.9**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **243,957**	Federal funds $ **153,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
~~Deputy~~ **State Highway Engineer**
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **C. G. Polk**
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

Date executed by Division Engineer **November 28, 1960**

USComm-DC 40257

November 23, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Albany-Santiam Interchange Section, Project No. U-196(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

Enc.

November 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Albany-Santiam Interchange Section, Project No. U-196(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Encs.

Oregon State Highway Department

Federal Aid
Project No. U-196(22)

ALBANY-SANTIAM INTERCHANGE SECTION
OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 17, 1960

Type Code 6202
Roadway (Sta. 67+10 to Sta. 113+00)(Contract No. 5807)

Clearing and Grubbing	All	Required (94%)		$ 2,491.00
Removal of Concrete and Masonry	All	Required		500.00
Drainage Excavation, Unclassified	2,495	cu.yds.	$ 2.50	6,237.50
General Excavation, Unclassified	21,800	cu.yds.	0.82	17,876.00
Finishing Roadbed and Slopes	0.87	mile	875.00	761.25
12-inch Concrete Pipe	2,405	lin.ft.	2.40	5,772.00
18-inch Concrete Pipe	1,900	lin.ft.	4.10	7,790.00
24-inch Concrete Pipe	1,260	lin.ft.	5.95	7,497.00
30-inch Concrete Pipe	150	lin.ft.	7.50	1,125.00
8-inch Perforated Rigid-Type Drain Pipe	200	lin.ft.	1.90	380.00
Special Backfill in Drains	40	cu.yds.	5.50	220.00
Concrete Inlets, Type GB	24	only	65.00	1,560.00
Concrete Inlets, Type CB	10	only	75.00	750.00
Concrete Manholes	15	only	230.00	3,450.00
Adjustment of Catch Basins	1	only	30.00	30.00
Concrete Curbs	10	cu.yds.	45.00	450.00
Concrete Curbs and Gutters	530	cu.yds.	28.80	15,264.00
Concrete Walks and Driveways	60	sq.yds.	5.40	324.00
Concrete Islands	34	cu.yds.	32.40	1,101.60
Metal Guard Rail	40	lin.ft.	3.50	140.00
Coarse Crushed Material in Base	30,730	tons	1.65	50,704.50
3/4" - 0 Material in Base	3,230	tons	1.75	5,652.50
Sprinkling	770	M-gals.	3.00	2,310.00
SS-1 Asphalt in Sprinkling	5,130	gals.	0.50	2,565.00
Preparation of Base	0.87	mile	300.00	261.00
3/4" - 0 Material in Binder Course	255	cu.yds.	3.50	892.50
RC-3 Asphalt	39	tons	40.00	1,560.00
Class "B" Asphaltic Concrete	8,010	tons	6.80	54,468.00
RS-1 Asphalt	0.5	ton	50.00	25.00
Extra for Paving Approaches	65	only	25.00	1,625.00
Asphaltic Concrete Traffic Markers	300	lin.ft.	1.00	300.00
Special Asphaltic Concrete Traffic Markers	2,900	lin.ft.	1.00	2,900.00
Traffic Signal Installation, Complete	All	Required		19,197.00
				$216,179.85

Flagging (57½% of Contractor's Cost)	All Required	$ 1,500.00
Seeding and Mulching	All Required	2,000.00
Signing (Permanent)	All Required	1,000.00
Signing (Temporary)	All Required	500.00
Illuminated Signs and Backboards for Signals	All Required	600.00
	Subtotal	$221,779.85
	10% Engr. & Cont.	22,177.15
	Total	$243,957.00

Length of Roadway - - - - - - - - - - - 0.869 Mile
Cost of Roadway Per Mile- - - - - - - $280,733.02

Federal Funds -	$153,000.00
State Funds -	80,957.00
City Funds- -	10,000.00
	$243,957.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maint: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid
Project No. U-196(22)

ALBANY-SANTIAM INTERCHANGE SECTION

OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 31, 1960

Type Code 6202
Roadway (Sta. 67+10 to Sta. 113+00)

Clearing and Grubbing	All	Required (90%)		$ 4,500.00
Removal of Concrete and Masonry	All	Required	$	1,500.00
Drainage Excavation, Unclassified	2,495	cu.yds.	3.00	7,485.00
General Excavation, Unclassified	21,800	cu.yds.	0.85	18,530.00
Finishing Roadbed and Slopes	0.87	mile	500.00	435.00
12-inch Concrete Pipe	2,405	lin.ft.	2.50	6,012.50
18-inch Concrete Pipe	1,900	lin.ft.	4.50	8,550.00
24-inch Concrete Pipe	1,260	lin.ft.	6.00	7,560.00
30-inch Concrete Pipe	150	lin.ft.	7.50	1,125.00
8-inch Perforated Rigid-Type Drain Pipe	200	lin.ft.	1.50	300.00
Special Backfill in Drains	40	cu.yds.	6.00	240.00
Concrete Inlets, Type GB	24	only	90.00	2,160.00
Concrete Inlets, Type CB	10	only	90.00	900.00
Concrete Manholes	15	only	275.00	4,125.00
Adjustment of Catch Basins	1	only	35.00	35.00
Concrete Curbs	32	cu.yds.	42.00	1,344.00
Concrete Curbs and Gutters	490	cu.yds.	42.00	20,580.00
Concrete Walks and Driveways	60	sq.yds.	4.00	240.00
Concrete Islands	34	cu.yds.	42.00	1,428.00
Metal Guard Rail	40	lin.ft.	3.50	140.00
Coarse Crushed Material in Base	30,730	tons	1.75	53,777.50
3/4" - 0 Material in Base	3,230	tons	1.85	5,975.50
Sprinkling	770	M-gal.	3.00	2,310.00
SS-1 Asphalt in Sprinkling	5,130	gal.	0.36	1,846.80
Preparation of Base	0.87	mile	1,500.00	1,305.00
3/4" - 0 Material in Binder Course	255	cu.yds.	3.75	956.25
RC-3 Asphalt	39	tons	42.00	1,638.00
Class "B" Asphaltic Concrete	8,430	tons	5.75	48,472.50
RS-1 Asphalt	1	ton	100.00	100.00
Extra for Paving Approaches	65	only	30.00	1,950.00
Asphaltic Concrete Traffic Markers	300	lin.ft.	1.00	300.00
Special Asphaltic Concrete Traffic Markers	2,900	lin.ft.	0.75	2,175.00
				$207,996.05
Flagging (57½% of Contractor's Cost)	All	Required		1,500.00
Seeding and Mulching	All	Required		2,000.00
Signing (Permanent)	All	Required		1,000.00
Signing (Temporary)	All	Required		500.00

Subtotal	$212,996.05
10% Engr. & Cont.	21,298.95
Total	$234,295.00

Length of Roadway - - - - - - - - 0.869 Mile
Cost of Roadway Per Mile- - - - - $269,614.49

Federal Funds -	$142,000.00
State Funds -	92,295.00
	$234,295.00

Federal Aid
Oregon State Highway Department Project No. U-196(22)

ALBANY-SANTIAM INTERCHANGE SECTION

OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 20, 1960

Type Code 6202
Roadway (Sta. 67+10 to Sta. 113+00)

Clearing and Grubbing	All	Required (94%)		$ 7,040.00
Removal of Concrete and Masonry	All	Required		1,500.00
Drainage Excavation, Unclassified	2,495	cu.yds.	$ 3.00	7,485.00
General Excavation, Unclassified	21,800	cu.yds.	1.25	27,250.00
Finishing Roadbed and Slopes	0.87	mile	1,000.00	870.00
12-inch Concrete Pipe	2,405	lin.ft.	2.50	6,012.50
18-inch Concrete Pipe	1,900	lin.ft.	4.50	8,550.00
24-inch Concrete Pipe	1,260	lin.ft.	6.00	7,560.00
30-inch Concrete Pipe	150	lin.ft.	7.50	1,125.00
8-inch Perforated Rigid-Type Drain Pipe	200	lin.ft.	1.50	300.00
Special Backfill in Drains	40	cu.yds.	6.00	240.00
Concrete Inlets, Type GB	24	only	90.00	2,160.00
Concrete Inlets, Type CB	10	only	90.00	900.00
Concrete Manholes	15	only	325.00	4,875.00
Adjustment of Catch Basins	1	only	35.00	35.00
Concrete Curbs	10	cu.yds.	48.00	480.00
Concrete Curbs and Gutters	530	cu.yds.	48.00	25,440.00
Concrete Walks and Driveways	60	sq.yds.	4.50	270.00
Concrete Islands	34	cu.yds.	48.00	1,632.00
Metal Guard Rail	40	lin.ft.	3.50	140.00
Coarse Crushed Material in Base	30,730	tons	1.85	56,850.50
3/4" - 0 Material in Base	3,230	tons	2.00	6,460.00
Sprinkling	770	M-gals.	3.00	2,310.00
SS-1 Asphalt in Sprinkling	5,130	gals.	0.40	2,052.00
Preparation of Base	0.87	mile	1,500.00	1,305.00
3/4" - 0 Material in Binder Course	255	cu.yds.	3.75	956.25
RC-3 Asphalt	40	tons	42.00	1,680.00
Class "B" Asphaltic Concrete	8,430	tons	6.25	52,687.50
RS-1 Asphalt	1	ton	100.00	100.00
Extra For Paving Approaches	65	only	30.00	1,950.00
Asphaltic Concrete Traffic Markers	300	lin.ft.	1.00	300.00
Special Asphaltic Concrete Traffic Markers	2,900	lin.ft.	0.75	2,175.00
				$232,690.75
Flagging (57½% of Contractor's Cost)	All	Required		1,500.00
Seeding and Mulching	All	Required		2,000.00

Signing (Permanent)	All Required	$ 1,000.00
Signing (Temporary)	All Required	500.00
	Subtotal	$237,690.75
	10% Engr. & Cont.	23,768.25
	Total	$261,459.00

Length of Roadway - - - - - - - - - - - 0.869 Mile
Cost of Roadway Per Mile- - - - - - - - $300,873.41

Federal Funds - $159,000.00
State Funds - 102,459.00

$261,459.00

Oregon State Highway Department

Federal Aid
Project No. U-196(22)

ALBANY-SANTIAM INTERCHANGE SECTION
OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 29, 1960

Type Code 6202
Roadway (Sta. 67+10 to Sta. 113+00)

Clearing and Grubbing	All	Required (94%)		$ 7,040.00
Removal of Concrete and Masonry	All	Required		1,500.00
Drainage Excavation, Unclassified	2,495	cu.yds.	$ 3.00	7,485.00
General Excavation, Unclassified	21,800	cu.yds.	1.25	27,250.00
Finishing Roadbed and Slopes	0.87	miles	1,000.00	870.00
12-inch Concrete Pipe	2,405	lin.ft.	2.50	6,012.50
18-inch Concrete Pipe	1,900	lin.ft.	4.50	8,550.00
24-inch Concrete Pipe	1,260	lin.ft.	6.00	7,560.00
30-inch Concrete Pipe	150	lin.ft.	7.50	1,125.00
8-inch Perforated Rigid-Type Drain Pipe	200	lin.ft.	1.50	300.00
Special Backfill in Drains	40	cu.yds.	6.00	240.00
Concrete Inlets, Type GB	24	only	90.00	2,160.00
Concrete Inlets, Type CB	10	only	90.00	900.00
Concrete Manholes	15	only	325.00	4,875.00
Adjustment of Catch Basins	1	only	35.00	35.00
Concrete Curbs	10	cu.yds.	48.00	480.00
Concrete Curbs and Gutters	530	cu.yds.	48.00	25,440.00
Concrete Walks and Driveways	60	sq.yds.	4.50	270.00
Concrete Islands	34	cu.yds.	48.00	1,632.00
Metal Guard Rail	40	lin.ft.	3.50	140.00
Coarse Crushed Material in Base	30,730	tons	1.85	56,850.50
3/4" - 0 Material in Base	3,230	tons	2.00	6,460.00
Sprinkling	770	M-gals.	3.00	2,310.00
SS-1 Asphalt in Sprinkling	5,130	gals.	0.40	2,052.00
Preparation of Base	0.87	mile	1,500.00	1,305.00
3/4" - 0 Material in Binder Course	255	cu.yds.	3.75	956.25
MC-3 Asphalt	40	tons	42.00	1,680.00
Class "B" Asphaltic Concrete	8,430	tons	6.25	52,687.50
RS-1 Asphalt	1	ton	100.00	100.00
Extra For Paving Approaches	65	only	30.00	1,950.00
Asphaltic Concrete Traffic Markers	300	lin.ft.	1.00	300.00
Special Asphaltic Concrete Traffic Markers	2,900	lin.ft.	0.75	2,175.00
Traffic Signal Installation, Complete	All	Required		24,000.00
				$256,690.75

Flagging (57½% of Contractor's Cost)	All Required	$ 1,500.00
Seeding and Mulching	All Required	2,000.00
Signing (Permanent)	All Required	1,000.00
Signing (Temporary)	All Required	500.00
Illuminated Signs and Backboards for Signals	All Required	600.00
	Subtotal	$262,290.75
	10% Engr. & Cont.	26,228.25
	Total	$288,519.00

Length of Roadway - - - - - - - - - - - 0.869 Mile
Cost of Roadway Per Mile- - - - - - - $332,012.65

Federal Funds -	$180,000.00
State Funds -	98,519.00
City Funds- -	10,000.00
	$288,519.00

Oregon State Highway Department

Federal Aid
Project No. U-196(22)

ALBANY-SANTIAM INTERCHANGE SECTION
OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 4, 1960

Type Code 6202
Roadway (Sta. 67+10 to Sta. 113+00)

Clearing and Grubbing	All	Required (94%)		$ 7,040.00
Removal of Concrete and Masonry	All	Required		1,500.00
Drainage Excavation, Unclassified	2,495	cu.yds.	$3.00	7,485.00
General Excavation, Unclassified	21,800	cu.yds.	1.25	27,250.00
Finishing Roadbed and Slopes	0.87	miles	1,000.00	870.00
12-inch Concrete Pipe	2,405	lin.ft.	2.50	6,012.50
18-inch Concrete Pipe	1,900	lin.ft.	4.50	8,550.00
24-inch Concrete Pipe	1,260	lin.ft.	6.00	7,560.00
30-inch Concrete Pipe	150	lin.ft.	7.50	1,125.00
8-inch Perforated Rigid-Type Drain Pipe	200	lin.ft.	1.50	300.00
Special Backfill in Drains	40	cu.yds.	6.00	240.00
Concrete Inlets, Type CB	24	only	90.00	2,160.00
Concrete Inlets, Type CB	10	only	90.00	900.00
Concrete Manholes	15	only	325.00	4,875.00
Adjustment of Catch Basins	1	only	35.00	35.00
Concrete Curbs	10	cu.yds.	48.00	480.00
Concrete Curbs and Gutters	530	cu.yds.	48.00	25,440.00
Concrete Walks and Driveways	60	sq.yds.	4.50	270.00
Concrete Islands	34	cu.yds.	48.00	1,632.00
Metal Guard Rail	40	lin.ft.	3.50	140.00
Coarse Crushed Material in Base	30,730	tons	1.85	56,850.50
3/4" - 0 Material in Base	3,230	tons	2.00	6,460.00
Sprinkling	770	M-gal.	3.00	2,310.00
SS-1 Asphalt in Sprinkling	5,130	gal.	0.40	2,052.00
Preparation of Base	0.87	mile	1,500.00	1,305.00
3/4" - 0 Material in Binder Course	255	cu.yds.	3.75	956.25
RC-3 Asphalt	39	tons	42.00	1,638.00
Class "B" Asphaltic Concrete	8,430	tons	6.25	52,687.50
RS-1 Asphalt	1	ton	100.00	100.00
Extra for Paving Approaches	65	only	30.00	1,950.00
Asphaltic Concrete Traffic Markers	300	lin.ft.	1.00	300.00
Special Asphaltic Concrete Traffic Markers	2,900	lin.ft.	0.75	2,175.00
Traffic Signal Installation Complete	All	Required		24,000.00
				$256,648.75
Flagging (57½% of Contractor's Cost)	All	Required		1,500.00
Seeding and Mulching	All	Required		2,000.00
Signing (Permanent)	All	Required		1,000.00
Signing (Temporary)	All	Required		500.00
Illuminated Signs and Backboards for Signals	All	Required		600.00

Subtotal	$262,248.75
10% Engr. & Cont.	26,224.25
Total	$288,473.00

Length of Roadway - - - - - - 0.869 Mile
Cost of Roadway Per Mile- - - $331,959.72

Federal Funds - $180,000.00
State Funds - 98,473.00
City Funds- 10,000.00
$288,473.00

Oregon State Highway Department

Federal Aid
Project No. U-196(22)

ALBANY-SANTIAM INTERCHANGE SECTION

OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 24, 1960

Type Code 6202
Roadway (Sta. 67+10 to Sta. 113+00)

Clearing and Grubbing	All	Required (94%)		$ 7,040.00
Removal of Concrete and Masonry	All	Required		1,500.00
Drainage Excavation, Unclassified	2,495	cu.yds.	$ 3.00	7,485.00
General Excavation, Unclassified	21,800	cu.yds.	1.50	32,700.00
Finishing Roadbed and Slopes	0.87	miles	1,000.00	870.00
12-inch Concrete Pipe	2,405	lin.ft.	2.50	6,012.50
18-inch Concrete Pipe	1,900	lin.ft.	4.50	8,550.00
24-inch Concrete Pipe	1,260	lin.ft.	6.00	7,560.00
30-inch Concrete Pipe	150	lin.ft.	7.50	1,125.00
8-inch Perforated Rigid-Type Drain Pipe	200	lin.ft.	1.50	300.00
Special Backfill in Drains	40	cu.yds.	6.00	240.00
Concrete Inlets, Type G2	24	only	90.00	2,160.00
Concrete Inlets, Type GB	10	only	90.00	900.00
Concrete Manholes	15	only	325.00	4,875.00
Adjustment of Catch Basins	1	only	35.00	35.00
Concrete Curbs	10	cu.yds.	48.00	480.00
Concrete Curbs and Gutters	530	cu.yds.	48.00	25,440.00
Concrete Walks and Driveways	60	sq.yds.	4.50	270.00
Concrete Islands	34	cu.yds.	48.00	1,632.00
Metal Guard Rail	40	lin.ft.	3.50	140.00
Coarse Crushed Material in Base	30,730	tons	1.85	56,850.50
3/4" - 0 Material in Base	3,230	tons	2.00	6,460.00
Sprinkling	770	M-gals.	3.00	2,310.00
SS-1 Asphalt in Sprinkling	5,130	gals.	0.40	2,052.00
Preparation of Base	0.87	mile	1,500.00	1,305.00
3/4" - 0 Material in Binder Course	255	cu.yds.	3.75	956.25
RC-3 Asphalt	39	tons	42.00	1,638.00
Class "B" Asphaltic Concrete	8,010	tons	6.25	50,062.50
RS-1 Asphalt	0.5	ton	100.00	50.00
Extra For Paving Approaches	65	only	30.00	1,950.00
Asphaltic Concrete Traffic Markers	300	lin.ft.	1.00	300.00
Special Asphaltic Concrete Traffic Markers	2,900	lin.ft.	0.75	2,175.00
Traffic Signal Installation Complete	All	Required		24,000.00
				$259,423.75

Flagging (57½% of Contractor's Cost)	All Required	$ 1,500.00
Seeding and Mulching	All Required	2,000.00
Signing (Permanent)	All Required	1,000.00
Signing (Temporary)	All Required	500.00
Illuminated Signs and Backboards for Signals	All Required	600.00
	Subtotal	$265,023.75
	10% Engr. & Cont.	26,502.25
	Total	$291,526.00

Length of Roadway	0.869 Mile
Cost of Roadway Per Mile	$335,472.95

Federal Funds	$180,000.00
State Funds	101,526.00
City Funds	10,000.00
	$291,526.00

RECEIVED
APR 6 1962

April 2, 1962

FINAL COST ANALYSIS

Albany-Santiam Interchange Section
Contract No. 5807

Grading and Paving
Contractor: Morse Bros.
Resident Engineer: H.N. Hoover

Santiam Highway
Prefix No. 22-1005

Item 5/17	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing and Grubbing	100%	All	2,650.00		2,220.65	2,650.00
Removal of Concrete & Masonry	100%	All	500.00		307.03	500.00
Drainage Excav., Unclass.	1,657.42	Cu.Yd.	2.50	2.29	3,795.49	4,102.50
General Excav., Unclass.	26,122.80	Cu.Yd.	0.82	1.137	29,707.11	21,420.70
Finish R.B. & Slopes	0.87	Mile	875.00	390.55	339.78	761.25
12" Concrete Pipe	2,472	Lin.Ft.	2.40	1.91	4,723.87	5,932.80
18" Concrete Pipe	1,752	Lin.Ft.	4.10	3.46	6,066.87	7,183.20
24" Concrete Pipe	1,137	Lin.Ft.	5.95	5.07	5,763.34	6,765.15
30" Concrete Pipe	125	Lin.Ft.	7.50	6.38	798.11	937.50
8" Perf.Rigid Type Dr.Pipe	189	Lin.Ft.	1.90	1.44	272.74	359.10
Special Backfill in Drain	35	Cu.Yd.	5.50	4.12	144.23	192.50
**Concrete Inlet, Type GB	26	Only	65.00	65.00	1,690.00	1,690.00
**Concrete Inlet, Type CG	8	Only	75.00	75.00	600.00	600.00
Concrete Manholes	14	Only	230.00	217.64	3,046.89	3,220.00
Adj. of Catch Basins	1	Only	30.00	27.96	27.96	30.00
**Concrete Curbs	11.2	Cu.Yd.	45.00	45.00	504.00	504.00
**Concrete Curbs & Gutters	502.95	Cu.Yd.	28.80	28.80	14,484.96	14,484.96
**Concrete Walks & Driveways	167.67	Sq.Yd.	5.40	5.40	905.42	905.42
**Concrete in Islands	29.88	Cu.Yd.	32.40	32.40	968.11	968.11
Metal Guardrail	41	Lin.Ft.	3.50	2.23	91.58	143.50
Coarse Cr.Mat'l in Base	45,255.98	Ton	1.65	1.56	70,549.74	74,672.37
3/4"-0 Mat'l in Base	5,007.33	Ton	1.75	1.67	8,378.12	8,762.83

NOTED
FORREST COOPER

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Sprinkling	581.95	M-Gal.	3.00	5.56	3,238.71	1,745.85
SS-1 Asphalt in Sprinkling	19,415	Gal.	0.50	0.19	3,781.71	9,707.50
Preparation of Base	0.87	Mile	300.00	113.44	98.69	261.00
3/4"-0 Mat'l in Binder	43	Cu.Yd.	3.50	4.51	194.04	150.50
RC-3 Asphalt	7.82	Ton	40.00	36.56	285.91	312.80
Class "B" Asph. Concrete	8,786.21	Ton	6.80	4.56	40,094.62	59,746.23
RS-1 Asphalt	2.7	Ton	50.00	38.66	104.38	135.00
Extra for Paving Approaches	71	Only	25.00	9.84	698.45	1,775.00
Asph. Conc. Traffic Markers	263.69	Lin. Ft.	1.00	0.22	58.84	263.69
Spec. Asph. Conc. Traffic Mkrs.	2,885.11	Lin. Ft.	1.00	0.22	598.40	2,885.11
***Traffic Signal Install. Complete	100%	All	19,197.00		19,197.00	19,197.00
PA#1 Move Mail Boxes	18	Each	14.50	6.40	115.12	261.00
PA#4 Adjust Manhole	2	Each	45.00	19.29	38.58	90.00
PA#5 Reset Signs	48	Each	2.50	1.75	83.88	120.00
***PA#6 Add. Ped. Push Button	100%	All	48.60		48.60	48.60
Liquidated Damages	14	Day	125.00			-1,750.00
EW#1 Flagging					5,290.94	3,019.54
EW#2 Terminal Signs					21.72	24.41
EW#3 Excavate Soft Spots					83.24	117.07
					$229,418.83	$254,937.24

Work Done by Others:
- * Richardson - Part Clearing
- ** Koch & Roth - Concrete Work
- *** Lebanon Electric - Traffic Signals

Gross Revenue	$ 254,937.24
Total Cost	229,418.83
Net Profit	$ 25,518.41

Net Profit equals 10.0% of the Gross Revenue

DETAIL OF COST - Contract No. 5807

Labor:					
Labor				$ 45,767.18	
Labor Insurance				3,724.60	
Health and Welfare				1,530.65	$ 51,022.43
Materials:					
12" Concrete Pipe	2,472	Lin. Ft.	@ $1.05	2,595.60	
18" Concrete Pipe	1,752	Lin. Ft.	@ $2.15	3,766.80	
24" Concrete Pipe	1,137	Lin. Ft.	@ $3.15	3,581.55	
30" Concrete Pipe	125	Lin. Ft.	@ $4.10	512.50	
8" Perf. Rigid Type Dr. Pipe	189	Lin. Ft.	@ $0.65	122.85	
Manhole Cones	14	Each	@ $26.00	364.00	
Concrete Used in Manholes				422.59	
Manhole Rings & Covers	14	Each	@ $45.50	637.00	
Ladders				34.50	
Guard Rail, Posts and End Sections				70.61	
Aggregates				51,135.31	
SS-1 Asphalt	19,145	Gal.	@ $0.179	3,423.36	
RC-3 Asphalt	7.82	Ton	@ $30.55	238.90	
RS-1 Asphalt	2.7	Ton	@ $29.60	79.92	
Cl. B Asph. Concrete	8,811.97	Ton	@ $3.027	26,675.75	
Mailbox Posts	18	Each	@ $2.90	52.20	93,713.44
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				17,258.21	
Equipment Rental, Hired				20,886.50	
Gas, Oil and Grease				2,243.56	
Bond				1,089.71	
Move In				973.37	
Small Tools and Miscellaneous Supplies				345.16	
Home Office and General Overhead				2,288.36	45,084.87
Subcontracts:					
Richardson, Clearing				1,200.00	
Koch & Roth, Concrete				19,152.49	
Lebanon Electric, Signals				19,245.60	39,598.09
				TOTAL COST	$ 229,418.83

Remarks - Contract No. 5807

This was a "Federal Aid Urban Project" calling for the widening of 0.87 miles of highway roadbed, construct stone base, curbs and gutters, and asphaltic concrete wearing surface on the Albany-Santiam Interchange Section of the Santiam Highway in Linn County. The project was bid November 1st, awarded November 3, 1960. Work started January 3rd and was completed November 3, 1961.

The prime contractor had sublet the clearing and grading items to R. Richardson who in turn moved in one 1/2-ton pickup, one chain saw and one extra man on January 23rd and started clearing. Richardson worked until February 10th then shut down until April 27th, worked the one day then asked for a relief of his subcontract which was given. The prime contractor then decided to complete the clearing and grading himself using his own as well as hired equipment. He moved in June 6th to finish the clearing that remained. The grading got underway June 12th with the following equipment: one D6 and dozer, one #12 blade, one roller, one 1/2-yard backhoe used for drainage excavation, and three 8-yard trucks used to haul to waste area. The contractor shows a loss on the grading due to slow operations and being hampered by utilities.

As the grading and pipe placing progressed the hauling and placing of the base rock followed close behind. The contractor purchased the base material from Salmon at $1.00 per ton for coarse base and $1.15 for 3/4"-0.

The contractor shows a loss on the sprinkling as some water was used for dust settlement which was not a pay item.

The asphalt paving got underway September 12th, the material being mixed at a commercial plant setup of Morse Brothers at the Salmon Rock Products. The paving was somewhat slowed down by inclement weather but was completed during the week of October 7th with traffic markers and other items remaining being completed November 3rd.

The contractor shows a loss on some items and a high profit on others but realized a good profit on the total contract.

M. N. Juve
Chief Cost Analyst

By

C. E. Layton

RECEIVED
FEB 7 1962

FOR FILING

[illegible]

5807

February 6, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5807, awarded to Morse Brothers, for grading-paving the Albany-Santiam Interchange Section of the Santiam Highway in Linn County.

This contract was completed on November 3, 1961, and was accepted by the Highway Commission on January 19, 1962. Final payment in the amount of $9,722.44 will be released to the contractor on or after February 13, 1962. The total contract amount is $254,937.24 of which amount $3,161.02 represents force account items.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Morse Brothers
P. O. Box 266
Lebanon
Oregon

RECEIVED
JAN 19 1962
FOR FILING
U-196(22)
5807

January 19, 1962

Morse Brothers
P. O. Box 266
Lebanon
Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 19, 1962, discussed with the Engineer your request for an extension of time on contract #5807. You requested 25 additional workdays within which to complete the grading-paving on the Albany-Santiam Interchange Section of the Santiam Highway in Linn County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 17 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: J. D. Walker
H. N. Hoover
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED

5807

January 17, 1962

Oregon State Highway Commission

Request for Extension of Time
No. 6
January 19, 1962 Meeting

Gentlemen:

The contractor, Morse Bros., on the Albany-Santiam Interchange Section, Contract No. 5807, has requested 25 additional days in which to accomplish this project. He gives as reasons excavation below grade (to remove unstable material) that required work which could not be anticipated at the time of bidding. Also, because of this and because of some underestimating on our part, the base rock quantities overran.

Due to overlapping time in connection with the different items of work on this contract we cannot concur in 25 days, but do recommend that the time be extended 17 days without the assessment of liquidated damages. The Bureau of Public Roads concur in our recommendation.

This matter will be on the agenda for the next Highway Commission meeting for your consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
L. H. Young
F. D. Morgan

RLP:ajw

FEB 19 1962
FOR FILING

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 58 07 Contractor Morse Bros.

Highway Santiam

Section Albany-Santiam Interchange

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

The general excavation overran the contract amount some 3,700 cubic yards. The contractor averaged approximately 500 cubic yards per day, requiring [illegible] additional days to perform the overrun of the general excavation.

The coarse crushed material in base overran the contract amount some 14,000 tons. [illegible] contractor averaged approximately 1,000 tons per day, requiring 9 additional days to place the overrun of this material.

Recommend an extension of 17 days to perform the overrun of these two items.

Mar 19, 1962 for 17 days

Recommended for Approval:

R. D. Asbury
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	5807
Project designation (State-Federal)	U-196 (22)
Date awarded	Nov. 3, 1960
Work started	Jan. 23, 1961
Per cent completed	85 % Sept. 20, 1961 (Date)
No. of Workdays Allowed	70
No. of Workdays Used	70
No. of Added Workdays Requested	25

E-320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 19, 1961

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 70 days to 95 days, within which to complete our Contract No. 5807, without the assessment ~~of liquidated damages.~~ The said Contract is described as follows:

Grading and paving on the Albany - Santiam Interchange section of the Santiam Highway in Linn County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

We have encountered numerous soft spots in the sub-grade which has increased the yardage in the general excavation item. This additional yardage has all been below sub-grade, causing us to work around and at times, completely shut down our excavation, waiting for the various utilities to get their work done ahead of us. As a result, we have been delayed considerably.

Respectfully submitted,

Morse Brothers
Contractor

By L. W. Morse, Partner

CONSENT OF SURETY

Date September 19, 1961

We, General Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Roland N. King
Attorney-in-fact

(SEAL)

Roland O. King
Resident Agent

RECEIVED
[illegible] 3 1962
FOR FILING
5407

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: January 15, 1962

FROM : C. G. Polk, Division Engineer
08-35.4DA Salem, Oregon

SUBJECT: Request for Extension of Time, Albany-Santiam Interchange Section, Santiam Highway, Oregon Project U-196(22)

We are in receipt of your letter of December 28, 1961 in which you discuss further your reasons for granting the requested time extension.

As we have stated in previous letters on other projects, we are unable to subscribe to the principle of a pro-rata item by item extension of time applied to the total contract, but believe the concept of a pro-rata extension of time based on total contract cost should be incorporated into the specifications to cover normal overrun of quantities. If applied to this project, such a procedure would automatically have allowed about ten days.

Our records show that the contractor's progress was unsatisfactory throughout the life of the project, and his operations did not at any time indicate that he was seriously concerned about it.

On the basis that the soft material below grade could not be anticipated at the time of bidding and that the excessive amount of base rock material was a direct outgrowth therefrom, as well as a result of underestimating on the approved P. S. and E. submission, we will concur in the request for 17 days extension of contract time.

Young
Morgan

RECEIVED
AN 4 1962
FOR FILING
U-196(22)
5807

December 28, 1961

Mr. J. J. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Albany-Santiam
Interchange Section
Contract No. 5807
Project U-196(22)

Dear Sir:

Reference is made to your letter of November 6, 1961 concerning the contractor's request for extension of time on the Albany-Santiam Interchange Section of the Santiam Highway.

As was originally stated the general excavation overran about 3,700 cubic yards. This was caused by excavation below grade because of the encountering of unsuitable material and was something that a bidder could not reasonably anticipate. The contractor spent 8 days on this work and is entitled to an increase in time of this amount.

The base rock quantities overran 14,000 tons which resulted partly from soft grade conditions and partly from underestimating the original amount in our contract quantity. This, again, is something a bidder could not anticipate and we think that, without question, is a valid reason for time extension consideration. The contractor's rate of placement was 1,000 tons per day which would amount to a 14-day extension, however, because of the overlapping of work items there appears to be 9 days that were used, exclusively, to place this additional material.

Because of these factors it is requested that you review this request and concur in our recommendation to the Highway Commission that the time on this contract be extended for 17 days without the assessment of liquidated damages.

Yours very truly,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant Highway Engineer

RLP:ajw

cc Forrest Cooper
F. D. Morgan

Salem, Oregon
December 12, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Albany-Santiam Interchange Section
Contract No. 5807
F.A. No. U 196(22)

RECEIVED
DEC 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Dear Sir:

Reference is once more made to a request for an extension of time without the assessment of liquidated damages on this project. In your November 6, 1961 letter you requested further supporting information to justify our recommendations that a total of 22 days be allowed.

As stated in our original letter, general excavation overran about 3,700 cubic yards as a result of plan changes made as the job progressed. These plan changes consisted of subexcavation work as the consequence of encountering unsuitable foundation material. The contractor spent 8 working days performing this work and under our specifications is entitled to have his worktime increased a like number of days.

Also as stated in our original letter, base rock quantities overran about 14,000 tons. Most of this overrun resulted from an error in the plans and specifications wherein 31,200 tons were set up whereas correct computations would have provided 40,300 tons. In other words, there was a 9,000 ton error in the plans and specifications.

The remainder of the overrun resulted as a consequence of the soft subgrade mentioned above wherein backfilling of subexcavated areas was done with base rock.

NOTED
R. L. PORTER

Also as stated in our letter, the contractor's rate of placement of this base rock was about 1,000 tons per day. Since the overrun amounted to 14,000 tons, he would theoretically be allowed 14 days. However, there was a small overlap of the two operations so that a total of 9 days only was used exclusively to place this additional material after excavation work was completed.

In view of this, we request your approval of an extension of 8 days for unplanned subexcavation and an extension of 9 days for the errors in the bid quantities of base rock making a total of 17 days instead of the 22 days originally requested.

Very truly yours,

FBK:fp

cc F. D. Morgan

FORM CD-121
(9-22-59)

16-1-2

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: November 6, 1961

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

By: ME Martin
M. E. Martin
Acting Division Engineer

SUBJECT: Request for extension of time, Albany-Santiam Interchange Section, Santiam Highway - Oregon Project U-196(22)

We are in receipt of your letter of November 2 requesting time extension of 25 days on subject project.

22

We are aware of the soft spots and in the excavation requiring removal of 3,700 cubic yards, and also the fact that an overrun of base course material of approximately 14,000 tons was experienced.

These two figures appear incompatible and we are wondering if a possible error in plans might have been part of the reasons therefor, thus providing a reason for an extension of time as called for in the special provisions. So far as an extension on the basis of plant capacity is concerned, it should be pointed out that all material was stockpiled before placement of base course material began so the production rate could only be that of the placement operation.

It should also be pointed out that the excavation and base course placement operation were being performed concurrently during a large portion of the work and the method of computation of time extension involving an extension on a pro-rata basis item by item cannot be accepted as valid.

On the basis of the information submitted in your letter we are unable to concur in your recommendation for an extension of time.

[illegible]

What now?

Klabat

RECEIVED
CONSTRUCTION DIVISION
RECEIVED
[illegible]

RECEIVED
1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

4117

December 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Albany-Santiam
Interchange Section
Contract No. 5807
Project U-190(22)

Dear Sir:

Reference is made to your letter of November 6, 1961 concerning the contractor's request for extension of time on the Albany-Santiam Interchange Section of the Santiam Highway.

As was originally stated the general excavation overran about 3,700 cubic yards. This was caused by excavation below grade because of the encountering of unsuitable material and was something that a bidder could not reasonably anticipate. The contractor spent 3 days on this work and is entitled to an increase in time of this amount.

The base rock quantities overran 14,000 tons which resulted partly from soft grade conditions and partly from underestimating the original amount in our contract quantity. This, again, is something a bidder could not anticipate and we think that, without question, is a valid reason for time extension consideration. The contractor's rate of placement was 1,000 tons per day which would amount to a 14-day extension, however, because of the overlapping of work items there appears to be 9 days that were used, exclusively, to place this additional material.

Because of these factors it is requested that you review this request and concur in our recommendation to the Highway Commission that the time on this contract be extended for 17 days without the assessment of liquidated damages.

Yours very truly,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
Assistant Highway Engineer

RLP:ajw

cc Forrest Cooper
F. D. Morgan

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 9, 1961

Section Albany-Santiam Interchange	Kind of work Grading and Paving
Highway Santiam County Linn	Section prefix 22-1005
Contractor Morse Bros.	Contract number 5807
Date of contract Nov. 3, 1960	Specified work days 70
Date work started Jan 23, 1961	Work days used 101
Project authorization $ 276,315.41	Per cent of time elapsed 144 %
Exclusive of engineering $ 257,969.28	

Estimated cost of completed project, exclusive of engineering $ 254,600

Estimated per cent overrun or underrun - 1 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 18,346.13

Engineering cost to date $ 19,500, 106 %

Date project was completed Nov. 3, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	traffic signals	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Office man worked 1 day on semi-final estimate.

Project completed.

Semi-final estimate submitted to Division Office Dec. 8, 1961.

NOTED

CONSTRUCTION DIVISION
RECEIVED
DEC 11 1961

FINAL REPORT

Signed

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.87	0.87		0.87	0.87
Miles partially completed					
Miles completed	0.87	0.87		0.87	0.87
Total estimated quantities (contract)	22,400	34,500		260	8,530
Total quantities corrected to date	25,500	50,200		43	8,750
Estimated quantities moved or placed to date	25,500	50,200		43	8,750
Average daily quantities	575	800		43	650
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 9 1961
FOR FILING

5807

November 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 3, 1961, on Contract No. 5807, Albany-Santiam Interchange Section, in Linn County, in connection with Federal Aid Project No. U-196(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: H. S. Cox

RECEIVED
V 21 1961
FOR FILING

5477

477 Cottage St. N.E.
Salem, Oregon

November 6, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

By: M. E. Martin
Acting Division Engineer

Request for extension of time, Albany-Santiam Interchange Section, Santiam Highway - Oregon Project U-196(22)

We are in receipt of your letter of November 2 requesting time extension of 25 days on subject project.

We are aware of the soft spots and in the excavation requiring removal of 3,700 cubic yards, and also the fact that an overrun of base course material of approximately 14,000 tons was experienced.

These two figures appear incompatible and we are wondering if a possible error in plans might have been part of the reasons therefor, thus providing a reason for an extension of time as called for in the special provisions. So far as an extension on the basis of plant capacity is concerned, it should be pointed out that all material was stockpiled before placement of base course material began so the production rate could only be that of the placement operation.

It should also be pointed out that the excavation and base course placement operation were being performed concurrently during a large portion of the work and the method of computation of time extension involving an extension on a pro-rata basis item by item cannot be accepted as valid.

On the basis of the information submitted in your letter we are unable to concur in your recommendation for an extension of time.

orig - Edwards
copy - Baxter

November 2, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Albany-Santiam Interchange Sec.
Santiam Highway
Contract No. 5607

Dear Sir:

The contractor on this project, Morse Bros., requested that his worktime be extended 25 days without the assessment of liquidated damages.

During the prosecution of this project, numerous soft spots in the subgrade were discovered which had to be subexcavated and later filled with crushed rock material. This subexcavation resulted in an overrun of General Excavation in the amount of about 3,700 yards. It was slow work and the contractor only averaged 500 yards a day. We feel that he is therefore entitled to eight additional days due to having to perform this work beyond the scope of the original contract.

As a result of the subexcavation work required and further as a result of a generalized soft condition throughout the project, base quantities were increased a total amount of 14,000 tons. At the contractor's rate of production of 1,000 tons per day, we believe he is entitled a 14-day increase over the overrun of crushed base material.

May we therefore have your concurrence in extending the worktime on this contract a total of 22 days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

FBK:fp fn

FORM E-30 50M 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1961

SUBJECT: Albany-Santiam Interchange Section
Santiam Highway
Contract No. 5807

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Morse Bros., contractor on this project, have requested that their work time be extended 25 days without the assessment of liquidated damages.

During the prosecution of this project, numerous soft spots in the subgrade were discovered which had to be subexcavated and later filled with crushed rock material. This subexcavation resulted in an overrun of General Excavation in the amount of about 3,700 yards. It was slow work and the contractor only averaged 500 yards a day. We feel that he is therefore entitled to 8 additional days due to having to perform this work beyond the scope of the original contract.

As a result of the subexcavation work required and further as a result of a generalized soft condition throughout the project, base quantities were increased a total amount of 14,000 tons. At the contractor's rate of production of 1,000 tons per day, we believe he is entitled a 14-day increase for the overrun of crushed base material.

It is therefore recommended that the work time on this contract be extended a total of 22 days from an original allocation of 70 days to a new allocation of 92 days without the assessment of liquidated damages. Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

Tom Edwards
Construction Engineer

By Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp
Enc.

RECEIVED

RECEIVED
OCT 4 1961
FOR FILING
407

477 Cottage Street, N.E.
Salem, Oregon

October 3, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

By:
M. E. Martin
Acting Division Engineer

Oregon Project U-196(22)
Albany-Santiam Interchange Section of
the Santiam Highway
Total Cost $800.00 - Federal participation $480.00

Reference is made to your letter dated September 20, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Porter

NOTED

RECEIVED
SEP 21 1961
FOR FILING

[illegible]

Salem, Oregon
September 20, 1961

Increase in Project Authorization
Albany-Santiam Interchange Sec.
Linn County, Contract No. 5807

Mr. H. N. Hoover
Resident Highway Engineer

This is to advise you that at its meeting on September 15, 1961, the State Highway Commission approved an increase of $18,322.7 in project authorization for the subject project.

The new authorization for construction is $276,315.41. This amount should be used in all future reports for this project.

R. L. Porter
Office Engineer

cc: J. D. Walker

DBP:bm

RECEIVED
SEP 21 1961
FOR FILING

September 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224-238, covering seeding and mulching on the Albany-Santiam Interchange Section of the Santiam Highway in Linn County, Contract No. 5807, in connection with Federal Aid Project No. U-196(22).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $800.00, with Federal participation of $480.00.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

RLP:lm

RECEIVED
SEP 7 1961
FOR FILING

5807

September 5, 1961

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization on the Albany-Santiam Interchange grading and paving project, Contract No. 5807, on the Santiam Highway in Linn County, is anticipated. The original authorization is $257,992.71. The present estimate of cost is $276,315.41, indicating an overrun of $18,322.70, or 7.1 per cent. This project is under contract to Morse Bros., of Lebanon.

The overrun was primarily caused by soft spots in the subgrade which required subexcavation and backfilling with rock prior to the finishing of the project.

This request for an additional project authorization will be on the agenda for the September 15 meeting, and I recommend your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

CHB:fp me

cc Tom Edwards
C. H. Maison
R. L. Porter

FORM E-30X—50M—6-61—36682

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1961

SUBJECT: Overrun of Project Authorization
Albany-Santiam Interchange
Santiam Highway
Contract No. 5807

To: Mr. L. M. Young
Asst. Construction Engineer

Mr. F. B. Klaboe
Field Construction Engineer

I am approving the request for overrun on the Albany-Santiam Interchange job because such overrun is an accomplished fact. However, I find the use of emulsion has subscribed to an overrun of $10,000.

I know that emulsion is good in instances of this kind, but I must caution you that more thought should be given to providing for these items in the project authorization rather than to proceed deliberately with its use when a project overrun is imminent.

Tom Edwards
Construction Engineer

TE:jw

cc Forrest Cooper ✓
J. D. Walker

RECEIVED
AUG 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

FORM E-30 50M 3-61 54397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1961

SUBJECT: Overrun of Project Authorization
Albany-Santiam Interchange Section
Santiam Highway
Contract No. 5807

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Attached is a Report on Expected Overrun of Project Authorization on Contract No. 5807, the Albany-Santiam Interchange Section of the Santiam Highway in Linn County. This project is under contract to Morse Bros. of Lebanon. The original project authorization was $257,992.71. The present anticipated cost is $276,315.41, indicating an overrun of $18,332.70 or 7.1 per cent. The major reasons for the overrun are listed below:

1. Wet spots were encountered in the subgrade. These wet spots had to be subexcavated and backfilled with granular material. This work caused an overrun of $3,772 in the general excavation quantities and $12,870 in base rock quantities. The base rock was the only suitable material available at a reasonable cost on the project.

2. The project was worked under traffic, and dust control was required since the project is in an urban area. In order to cut down on the amount of water used (to minimize the wet subgrade difficulties) a larger amount of SS-1 was used than was set up in the contract. This caused an overrun of $9,900 on the SS-1 amount.

It is therefore recommended that the project authorization be increased by $18,332.70 to a total of $276,315.41.

A rough draft of a letter to the Commission is attached.

Tom Edwards
Construction Engineer

By F B Klaboe
F. B. Klaboe
Field Construction Engineer

CHB:fp

Enc.

APPROVED
Tom Edwards
Construction F

NOTED
FORREST COOPER

RECEIVED
SEP 10 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Albany-Santiam Interchange
Date August 14, 1961

Highway Santiam
Contract No. 5807

County Linn
Kind of Work Grading & Paving
Contractor Morse Bros.

Contract Amount $ 222,426.85

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount	
General Excavation, Unclassified	4,600 C.Y.	0.82	3,772.00	over
Coarse Crushed Material in Base	7,800 Tons	1.65	12,870.00	"
SS-1 Asphalt in Sprinkling	19,800 Gals	0.50	9,900.00	"

Minor items, unitemized algebraic total 744.50 Under

Subtotal $ 25,797.50

Approved work orders (Price, extra work and state force orders) $ 2,881.30

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Funds allocated for special items, orders not yet approved.
Illuminated signs and backboards for signals
Signing
Seeding & Mulching

Minor items, unitemized algebraic total over 3,617.90

Subtotal $ 3,617.90

Authorization for engineering $ 18,346.15

Expected over-run or under-run of engineering authorization $ ——

Costs not included above (explain) $ ——

Allowance for future contingencies (2 % of work remaining) $ 3,245.71

Credits to come from transfers and deductions $ ——

Present estimate of project cost $ 276,315.41

Brief Statement of principal causes of over-run: Sections of critical wet subgrade required subexcavation and additional excavation of entire roadbed not contemplated in location plan and estimate result in overrun of excavation quantities and consequent replacement with granular surfacing material due to extra depth of subgrade.
Overrun of SS-1 occasioned by the use of this material in all sprinking to reduce water and eliminate further softening of the subgrade.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 257,992.71
Present estimate of project cost	$ 276,315.41
Expected over-run (Amount)	$ 18,322.70
Expected over-run (per cent)	7.1 %

Space to right of this line is for use of Salem office.

Submitted by: Resident Engineer

Noted by: Construction or Bridge Engineer

Confirmed by: Division Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
JUN 30 1961
FOR FILING

5807

June 29, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the excavation of soft spots in the subgrade on the Albany-Santiam Interchange Section of the Santiam Highway in Linn County, Contract No. 5807, in connection with Federal Aid Project No. U-196(22).

After the rock surfacing had been placed, soft spots have developed. They did not show up during grading. Repair of this condition is necessary before paving.

In order to keep traffic moving in a safe manner it has been necessary to do some of this work as an emergency measure.

The work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

RECEIVED
MAY 29 1961
FOR FILING
U-196 (22)
5807

408 State Highway Building
Salem, Oregon

May 26, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project U-196(22)
Albany-Santiam Interchange Section
Parking Regulations and Control of Traffic

Your attention is directed to the State-City Agreement in connection with the subject project. In order to comply with IM 21-10-60, "Parking Regulations and Control of Traffic on Major Street Projects", dated May 23, 1960, a modification of the existing State-City Agreement will be necessary. The Division Engineer should be furnished a formal statement describing the measures to be adopted as outlined in Paragraph 3 of IM 21-10-60.

Please submit the necessary modification to the State-City Agreement in triplicate to this office.

Any agreements between the State and a political subdivision executed in the future should incorporate the provisions of IM 21-10-60 if applicable.

Porter

RECEIVED
FEB 9 1961
FOR FILING

U-196(22)

5807

408 State Highway Building
Salem, Oregon

February 6, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By:
D. M. Emrich
Acting Division Engineer

Utility Adjustment
Pacific Power and Light Co.
Albany-Santiam Interchange Section
Santiam Highway
Project U-196(22)

Returned herewith is the proposed utility agreement submitted by you under date of January 24, 1961. This work was not included in the project agreement estimate and therefore, under the provisions of paragraph 7.K.(2) of PPM 30-4, is not eligible for Federal reimbursement.

Attachments

Porter

NOTED
[illegible]

RECEIVED
JAN 25 1961
FOR FILING

U-196(22)

5807

T

January 25, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 23, 1961, on Contract No. 5807, Albany-Santiam Interchange Section, in Linn County, in connection with Federal Aid Project No. U-196(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
JAN 24 1961
FOR FILING

U-196(22)

5881

January 24, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Albany-Santiam Interchange Section
Santiam Highway
Linn County
Project No. U-196(22)

Dear Sir:

Herewith are the following data covering the adjustment of the facilities of the Pacific Power and Light Company in connection with construction of the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for adjusting certain of its facilities.

2. Two copies of the Company's estimate for adjusting the noted facilities.

3. Two copies of the sketch proposed by the Company showing the adjustments.

Your approval of this agreement, with reimbursement to be made on a lump sum basis, and authorization to proceed as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Encl.

RECEIVED
C 21 1960
FOR FILING

U-196 (22)

5807

December 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Albany-Santiam Interchange Section of the Santiam Highway in Linn County, Contract No. 5807, in connection with Federal Aid Project No. U-196(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
DEC 6 - 1960
FOR FILING
U-796 ([illegible])
5807

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 6, 1960

Morse Brothers
P. O. Box 266
Lebanon
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5807, awarded November 3, 1960, for grading-paving the Albany-Santiam Interchange Section of the Santiam Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

RECEIVED

FOR FILE
U-196(22)

408 State Highway Building
Salem, Oregon

November 3, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5807

C. G. Polk, Division Engineer
08-35.4 Salem, Oregon

Oregon Project U-196(22)

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5807 for Oregon Project U-196(22), Albany-Santiam Interchange Sec., Santiam Highway (Grading and paving), to Morse Brothers of Lebanon, Oregon, low bidder in the amount of $222,426.85 at the November 1, 1960 bid opening.

Porter

[illegible]

RECEIVED
[illegible] -0
FOR FILING
5477
U-196 (22)

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

October 10, 1960

08-35.4-DA

C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project U-196(22)

We have today approved P. S. and E. documents for Oregon Project U-196(22), Albany-Santiam Interchange Section, Santiam Highway.

Federal participation in work to be performed on Burkhart Street will be limited to removal of concrete walk and establishment of curbs. Asphaltic concrete resurfacing will not be included.

Concurrence in award will be withheld pending receipt of agreement with the city and a letter setting forth the method of enforcement of parking restrictions.

NOTED
[illegible]

Porter

RECEIVED
[illegible] 1960
FOR FILING
5957

U-196(22)

August 25, 1960

U 5196(22)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

I am writing in answer to your memorandum of August 16 concerning the US20 Pacific Highway Junction in Albany.

I wish to protest your decision regarding nonparticipation by the Bureau of Public Roads in the single-lane, one-way street connection between State Street and US20 in Albany. The City officials and the residents of Albany who are concerned with this important highway junction consider this connection essential because of future development plans for the adjacent land areas. In my opinion, the construction of highway facilities to complement the land development in the vicinity is a necessary part of our highway program.

In view of the many different planning agencies at work on different projects in areas such as this, the matter of cooperation between these agencies is of vital importance and should be recognized as such by the Bureau. The Bureau should be willing to participate in the various requests for construction of roadways that may be necessary to complete the overall pattern in any particularly important project. Will you please reconsider?

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

GKA:jp fn

RECEIVED

FOR FILING

UNITED STATES G ERNMENT

Memorandum

U.S. DI RTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO 5901 : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: August 16, 1960

U-196(22) C. G. Polk

FROM : C. G. Polk, Division Engineer
Salem, Oregon

UF-196(22)

RECEIVED
AUG 16 1960
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project UF 196(22)
Albany-Pacific Highway Junction

This will confirm Mr. Emrich's concurrence in the proposed layout of the Santiam Highway junction in Albany as discussed at the joint meeting with the city officials on August 15, 1960.

The plan is to provide a single lane one-way street connection between State Street and the Albany-Lebanon Road. The latter connection is to be approximately 500 ft. easterly from the intersection of Lebanon Road and 99E. It is to be a "T" intersection with no left hand turns permitted at the intersection either from Lebanon Road or the connecting street. An adequate median barrier is to be constructed to prevent such turns. Traffic on the connecting street is to be stopped before entering the Lebanon Road.

We wish to point out that we are still of the opinion that the connection is unnecessary and objectionable as a potential traffic hazard and was approved principally because we did not wish to embarass the State after a commitment had been made to the Albany city officials. In the future it may prove less embarrasing to all concerned if we are given an opportunity to discuss a proposed plan for an improvement with you before a hearing is held or any commitments are made by the State.

Edw

Although we have approved the plan as outlined above, the cost of the connection is not eligible for Federal participation. When a street is blocked off there is an obligation to provide an access to the remaining portion. In this instance the connection was provided to Geary Street. We are not obligated to provide a complete city street plan in the area especially when it involves a new street. It is our opinion that the additional connection to the Lebanon Road is not necessary for the operation of the intersection or to give service to the area to the south. Furthermore the stated purpose of the connection is service to a school which probably will not be built for several years.

During the meeting Mr. Emrich informed Mr. Cooper that it was very doubtful that we would participate in the proposed connection even if we did agree to it's construction.

NOTED
[illegible] COOPER

FORM E-123-X 75M

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
OCT 1960
FOR FILING
[illegible]
U-196 [illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 17, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of Way Status
Albany-Santiam Interchange
Section
Santiam Highway

Dear Sir:

Filings in condemnation were made on October 7, 1960, on the following files: No. 30992, No. 31005, and No. 30970.

On File No. 30974, Mr. Heider has notified our Legal Department of his acceptance of our legal offer. This notification was made on October 7, and the option confirming acceptance has not yet been submitted to this office.

An option was obtained from Mr. Burkhart on File No. 30987 on October 3, 1960.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

NOTED
FORREST COOPER

RECEIVED
OCT [illegible] 1960
OFFICE OF
[illegible] ENGINEER

RECEIVED
OCT [illegible] 1960
FOR FILING

COMMISSIONERS
M[illegible]VER, [illegible]
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5807
11196 (22)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 5, 1960

Mr. [illegible] Pola, Division Engineer
Bureau of Public Roads
4[illegible] State Highway Building
Salem, Oregon

Re: Right of Way Status
Albany-Santiam Interchange
Section
Santiam Highway

Dear Sir:

Rights of way or rights of entry have been obtained on 31 of the 36 files required on this job.

The following files are in the process of condemnation and will be filed on or before October 10, 1960:

30992	Oregon Christian Missionary	$ 920
31005	Martin	1,525
30987	Burkhart	2,150
30970	Young	1,150
30974	Haider	3,100
		$ 8,845

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:[illegible]

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

NOTED
FORREST COOPER

RECEIVED
OCT 3 1960
FOR FILING

5400

11-496 (--)

9/29

MISC. CONTRACTS and
AGREEMENTS No. 2283

Salem, Oregon
September 29, 1960

Cooperative Construction Agreement
Albany-Santiam Interchange Section
Santiam & Albany-Junction City Hwys.
City of Albany

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: Mr. John D. Graham
City & County Relations Office Engineer

Attached is a conformed copy of a cooperative construction agreement with the City of Albany covering the Albany-Santiam Interchange Section of the Santiam & Albany-Junction City Highways in the City of Albany.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Albany, Oregon.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1960

SUBJECT: Cooperative Construction Agreement
Albany-Santiam Interchange Section
Santiam & Albany-Jct. City Highways
City of Albany

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies of the agreement have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 1/28/60.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

AUTH [illegible] ION
DATE 1-28-60 Min Page 631
Lloyd Query
Secretary

R

RECEIVED
SEP 7 1960
FORM E-[illegible] 22125

FOR FILING

5807

11-196 (22)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1960

CRA 2283

SUBJECT: Cooperative Construction Agreement
Albany-Santiam Interchange Section
Santiam Highway
City of Albany

To: Mr. G. S. Paxson
OFFICE

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject project.

C. G. Swenson
County & City Relations Engineer

CGS:mm
Att.

REFERRED TO

Asst. Const. Engr.

APPROVED
D. J. Barber
Asst. Const. Engr.

RECEIVED
SEP - 1960
FOR FILING

5807

11-196 (-2)

Salem, Oregon
September 2, 1960

Cooperative Construction Agreement
Albany-Santiam Interchange Section
Santiam Highway
City of Albany

Mr. L. I. Lindas
Chief Counsel
OFFICE

Attached is a draft of an agreement covering the subject project. Will you please prepare eight copies of the agreement.

G. S. Paxson
Assistant State Highway Engineer

CGS:mm
Att.

cc: C. G. Swenson

I-5-4(42) Santiam Inter.-Halsey Inter. Sec.
216 Pacific Hwy.
#5808 Roadside Improvement 1960

2

RECEIVED
MAR 16 1964

FOR FILING

I-5-4(42)216

3701

March 13, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are returning a final voucher for the Santiam Interch.-Halsey Interch. Section, Federal-Aid Project No. I-5-4(42)216.

This voucher was returned unpaid with your audit report No. 64-835-21, which mentions that you will approve the voucher in the amount claimed when the removal of the encroachments from the right of way has been completed.

Included are copies of a letter from our Division Engineer commenting on the encroachments.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

cc: Mr. G. H. Maison
Mr. R. D. Asburry
Mr. W. T. Wright

RECEIVED
APR 25 1963

FOR FILING

I-5-4(42)216

5808

April 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Acceptance of Project
No. I-5-4(42)216
Santiam Interch.-Halsey Interch.Sec.
Pacific Highway

Dear Sir:

Reference is made to your letter of December 15, 1962, delaying acceptance of the above project until re-establishment of the planting.

The planting has been completed. Final inspection was made April 10, 1963, by the BPR Area Engineer, Willis Grafe, with Assistant Division Engineer Gerald Miner, Landscape Engineer Mark Astrup and Resident Engineer Milo Hoover of the Highway Department.

This inspection determined that replacement plantings were more than losses and the total project is acceptable. Copies of "as constructed" plans, requested by Mr. Grafe, are submitted herewith.

It is requested that the project be accepted and Federal participation be based on the entire cost in accordance with the Project Agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

9

RECEIVED
DEC 19 1962
FORM E-30 SCM 8-62 43908
FOR FILING

I-5-4(42)216

5808

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1962

SUBJECT: Oregon Project I-5-4(42)216
Santiam Inter.-Halsey Inter. Sec.
Roadside Improvement

To:

Mr. L. H. Young
Office Engineer

BUILDING

Reference is made to Mr. Parsons' letter of November 15, subject as above.

A count of existing shrubs and trees on this project has been completed by Mr. Mark H. Astrup and Mr. W. H. Kosesan. Giving the plants the contract value for furnishing and planting trees and/or shrubs, it was determined that there was a loss of $3,782.85. A list of replacements purchased by the Maintenance Division and based on the same contract price totals $3,268.00. This leaves a balance of $514.85 as the value of plants to be replaced to bring the planting up to the same status as it was when accepted by the State.

This procedure and the totals thereof were discussed this date by Mr. Astrup with Mr. Willis Grafe, Area Engineer for the Bureau of Public Roads. It was his opinion that the replacements being made and proposed would satisfactorily "reestablish the area to a condition comparable to that originally contemplated."

It is proposed that, rather than adding additional trees along the right of way, an additional planting of shrubs be made in the median area to decrease the areas needing mowing and to assist in the reduction of headlight glare.

Arrangements are being made to purchase and plant the approximately 240 shrubs which will satisfy the balance between the value of the loss and the replacements now being made.

In accordance with the request made in Mr. Parsons' letter, we will advise you later when the planting is complete so that a joint inspection with Bureau of Public Roads officials can be arranged.

FDMorgan
F. D. Morgan
Construction Engineer

MHA:ls

cc: R. L. Porter ✓
C. H. Maison
M. H. Astrup
R. D. Asburry
W. R. Grafe
W. H. Kosesan

NOTED
LLOYD P. SHAW

RECEIVED
DEC 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract #5769 folder #2 Ends with: Contract #5808

FLASH CARDS: Begin Each Contract

Remarks: #5769 folder #2 continued from reel 100
#5808 continued on reel 102

Reel No. 101 Reduction Ratio 21:1 Project No.
Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 30 day of March 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm